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Walter Deane



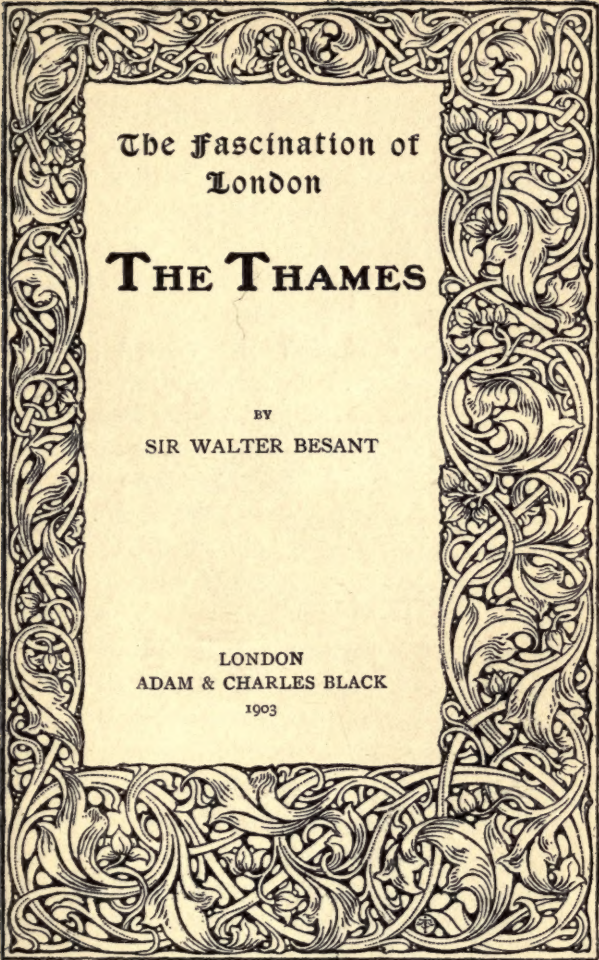
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THE FASCINATION
OF LONDON

THE THAMES



THE TOWER BRIDGE.



The Fascination of
London

THE THAMES

BY

SIR WALTER BESANT

LONDON

ADAM & CHARLES BLACK

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PREFATORY NOTE

A SURVEY of London, a record of the greatest of all cities, that should preserve her history, her historical and literary associations, her mighty buildings, past and present, a book that should comprise all that Londoners love, all that they ought to know of their heritage from the past—this was the work on which Sir Walter Besant was engaged when he died.

As he himself said of it : “This work fascinates me more than anything else I’ve ever done. Nothing at all like it has ever been attempted before. I’ve been walking about London for the last thirty years, and I find something fresh in it every day.”

Sir Walter’s idea was that two of the volumes of his survey should contain a regular and systematic perambulation of London by different persons, so that the history of each parish should be complete in itself. This was a very original feature in the great scheme, and one in which he took the keenest interest. Enough has been done of this section to warrant its issue in the form originally intended, but in the meantime it

PREFATORY NOTE

is proposed to select some of the most interesting of the districts and publish them as a series of booklets, attractive alike to the local inhabitant and the student of London, because much of the interest and the history of London lie in these street associations.

The difficulty of finding a general title for the series was very great, for the title desired was one that would express concisely the undying charm of London—that is to say, the continuity of her past history with the present times. In streets and stones, in names and palaces, her history is written for those who can read it, and the object of the series is to bring forward these associations, and to make them plain. The solution of the difficulty was found in the words of the man who loved London and planned the great scheme. The work “fascinated” him, and it was because of these associations that it did so. These links between past and present in themselves largely constitute The Fascination of London.

G. E. M.

THE RIVER

“ Along the shoars of silver streaming Themmes :
Whose ruddy bank, the which his river hemmes,
Was paynted all with variable flowers,
And all the meades adorned with dainty gemmes,
Fit to decke maydon bowres, and crowne their paramours
Against the brydale day which is not long,
Sweet Thames ! runne softly, till I end my song.”

SPENSER.

THERE are in the world many larger streams than the Thames. The greatness of a river does not, happily, depend upon the volume of the water, otherwise the Thames, the Tiber, and the Seine would be insignificant, and the Amazon would be the most noble of all rivers. The Thames, the river of London, is the sole cause and reason of the city's existence ; without the Thames there would be no city. The river bears upon its broad waters the commerce which sustains the city ; it carries into the Port of London the imports, and carries out of it the exports, of the city ; it is associated with almost every chapter in the history of the city. The growth of the city, the growth

of all the towns upon the banks of the river ; the constant use of the river as a common sewer ; the pollution of its waters by chemical waste products ; and the introduction of steamers continually churning and disturbing the water, have changed the river in some respects greatly for the worse. A hundred and eighty years ago it was full of fish ; hear the testimony of Strype :

“What should I speak of the fat and sweet Salmon daily taken in this stream, and that in such Plenty, after the time of the Smelt is past, as no River in Europe is able to exceed it? But what store also of Barbels, Trouts, Chevins, Peaches, Smelts, Breams, Roaches, Daces, Gudgeons, Flounders, Shrimps, Eels, etc., are commonly to be had therein, I refer me to them that know by Experience better than I, by Reason of their daily trade of Fishing in the same. And albeit it seemeth from time to time to be, as it were, defrauded in sundry wise, of these her large Commodities, by the insatiable Avarice of Fishermen ; yet this famous River complaineth commonly of no Want : but the more it loseth at one Time, the more it yieldeth at another.”

His contemporary Maitland speaks with the same admiration :

“Though the infinite variety of fish, with which the Sea abounds for our Refreshment and Delight, seems a Prodigy ; yet those which *this* River only nourishes and supports, are likewise almost as surprising, and certainly must be gratefully acknowledged. . . .

“How remarkably good is its Salmon ! What fine large *Flounders, Smelts, Shads, Trout, Graylin, Perch, Carp, Tench, Barbell, Chub, Roach, Dace, Gudgeon, Pike*, and other Fish, as *Eel, Lampreys, Bleak, Ruffe*, etc. (too many to mention), are there caught above London Bridge ; nay, and oftentimes *Sturgeon*, and that of a considerable size ! And, withal, how many other Kinds of Salt-water Fish, as

Bass, Mullet, Turbets, Soles, Maids, Plaice, Dabs, Skates, Thornbacks, Halybuts, Pearl, Whiting, Haddocks, etc., with several sorts of Shell-fish, as Oysters, Muscles, Cockles, Buntins, Crabs, Prawns, red and white Shrimps, Crawfish, etc., are there caught below Bridge, even within the Jurisdiction of the City of London !"

A large number of people followed the trade of fishermen. Formerly, before the nobles built their palaces along the river, they lived on the banks by Charing Cross ; when they were driven out of this place, they crossed the water and took up their quarters at Lambeth, where the last of the Thames fishermen lingered until well into the eighteenth century. The stream flowed clean and bright except when it was muddied by a land flood.

Great has been the love of the people for their river ; nor would it be possible to write about the Thames without quoting the lines of Herrick, one of London's most famous sons :

" I send, I send here my supremest kiss
To thee, my silver-footed Thamasis.
No more shall I reiterate thy strand,
Whereon so many stately structures stand ;
Nor in the summer's sweeter evenings go,
To bath in thee, as thousand others doe :
No more shall I along thy christall glide,
In barge with boughes and rushes beautifi'd,
With soft-smooth virgins for our chast disport,
To Richmond, Kingstone, and to Hampton-Court ;
Never againe shall I with finnie ore
Put from or draw unto the faithfull shore,
And landing here, or safely landing there,
Make way to my beloved Westminster,
Or to the golden Cheap-side, where the earth
Of Julia Herrick gave to me my birth."

The Thames was always the principal highway of the Londoner. Not the streets at all, but the river. The streets were market-places ; they contained stalls, workshops, houses ; but they were not the means of communication ; the river offered a far easier, quicker, and even a safer way. Did a man desire to go from the East of London—say Bishopsgate—to the west—say Ludgate Hill—it was much quicker and more convenient for him to go to the Tower Stairs, and there take boat, than it was to walk through the streets. Did a man desire to transact business in one of the taverns of Southwark with a hop-grower or a farmer out of Kent, it was easier and pleasanter to cross by boat than by the bridge ; in fact, we must remember that London Bridge was intended for the carriage of goods or the passage of troops rather than for the daily and habitual use of passengers ; its narrow way—only 12 feet across—shows that the custom of people was, and continued till the removal of the houses, to cross by boat. And, of course, if a man had business in Westminster, it was far quicker and easier for him to take boat than to walk or to ride.

It is difficult indeed, when one thinks of the Thames of to-day, comparatively deserted save for a few barges above London Bridge, to realize this. We have only of late years taken to cross

the river by a bridge. Now we do not know where the nearest stairs are, and if we went down we should not find a boat to take us across. There are certainly stairs upon the Embankment, but not a single boat waiting for passengers. At an earlier date there were thousands of boats on the river plying for hire ; the river was full of picturesque life ; pleasure-boats went up and down prettily painted and decorated ; stately city barges with eight oars on either side swept along ; swans floated about. The great number of swans on the river is admired by all who write on London ; they were found below bridge as well as above.

Hentzner says that the river “abounds in swans, swimming in flocks ; the sight of them and their noise is vastly agreeable to the fleets that meet them in their course.”

Sometimes the watermen sang as they rowed ; sometimes they cursed and used the worst language possible. But who would not prefer the fresh air and the ease of a boat, though the breeze was charged with the imprecations of the coarsest men in London ? The watermen of London had their own company and their rules as to the fares and the hours of work ; they were a body numbering some thousands ; they were notorious for their riotous conduct among themselves, their horrible language, and the foul abuse with which they

pelted each other and the passengers in other boats. Vincent Bourne says of them :

*“ At nautæ venientem ubi me videre sagaces,
Sese disponunt, omnes clamare parati,
Et jam protensis manibus diversa loquuntur.”*

In 1594 John Norden states that 40,000 persons were then maintained by the river alone, counting in the number barge and lighter men, stevedores, porters, watermen, fishermen, boat-builders, mast-makers, and makers of all kinds of gear required for ships.

In the sixteenth century there were 2,000 wherries in the river, supporting 3,000 watermen, without counting the tilt or covered boats, the tide-boats, and the barges that constantly sailed and rowed up and down the river with the tide. In 1822 there were 9,000 watermen earning their livelihood on the river.

A daily service of boats sailed between Gravesend and London ; it consisted of the common barge, which cost twopence for each passenger, and of the tilt or covered boat, which cost sixpence. In the year 1592 the Gravesend tilt boat capsized opposite Greenwich Palace, having forty passengers on board, most of whom were drowned before the Queen's eyes. The watermen were driven off the river partly because people grew tired of their coarse language and their abuse, partly because the omnibus and the penny steam-

boat were a great deal cheaper and a great deal quicker, but there are still a few of them remaining, plying by licence, with fares strictly regulated.

From the Nore almost as high up the river as Richmond, on both sides, right and left, ran formerly, and still runs along the greater part, a very remarkable earthwork, faced on the outer side with stone, which keeps the water of the Thames at high-tide or at spring-tides from overflowing the lowlands, which formerly made broad marshes along the bed of the river in its lower reaches—that is to say, from Richmond to the mouth. This embankment is about 30 feet broad at its base, and about 8 feet broad at the top; it slopes down on either side at an angle of about 22 degrees. At high-tide the meadows are below the level of the river, and would, but for the embankment, be completely flooded. The topography of London shows that the earliest city once looked, at high-tide, over a vast shallow lagoon, stretching south as far as what we now call Clapham Rise and Brixton Rise; to east and west we must extend this lagoon very much farther. It once covered the site of Lambeth, Battersea—save for a bramble-covered islet here and there—Hammersmith, Putney, Kew, and the lower parts of Richmond. It stretched below London, over the Greenwich marshes, along the coast of Kent on the south,

and along the coast of Essex on the north. This huge and costly work was built in order to convert these waste and swampy levels into pasture-lands rich and valuable.

One who writes (1750) against the theory that the earliest London was on the south of the river points out that, when at spring-tide the river rises higher than usual, the channel which carries into the river the small stream called the Falcon, not only receives the water pouring in, but fills all the neighbouring ditches, and overflows its banks into St. George's Fields; "and considering that above a twelfth part of the river is denied passage by the piers and starlings of London Bridge (if flowing at an ordinary spring-tide, upwards of nineteen inches higher on the east than on the west side of the said bridge), I think there is a plain indication that before the Thames was confined by banks, St. George's Fields must have been considerably under water every high-tide."

Now, the Romans had villas at Southwark; many fine pavements have been found there, with coins and Roman pottery, and remains of other kinds. They could not live there unless they were secured against inundations. Further, the story of the invasion of Aulus Plautius points to the existence of very extensive marshes in the immediate neighbourhood. The natural conclusion is that the Romans themselves constructed

this great work. That no mention is made of the undertaking need not surprise us : no mention is made, or next to none, of the administration and institutions of Roman London, of Augusta, though it was a city of such great wealth and importance. No mention is made of the building of the wall—none of the building of London Bridge. The earthwork may, it is true, have been made by the people themselves before the arrival of the Romans. That they were perfectly able to construct such an earthwork is proved by the great Wans Dyke near Devizes. In that case London, as a centre of trade, must have been a great deal older than the Roman period. In one place a curious discovery was made. It was found that trunks of trees had been laid side by side, and one upon the other, and that the interstices had been filled up with small branches. This method was elementary, but there is no doubt that it would succeed in keeping out a great deal of water.

This embankment is a very curious and little-known work. One may walk for miles without meeting a soul upon this lonely place. The easiest way to get at it is to take train to Barking, then to walk along the east side of Barking Creek till you arrive at the river, where stand certain chemical works. The embankment, which has been covered up and built over for most of

the distance between London and the river Roding, now begins a little to the east of these chemical works. It continues as far as the Nore ; it encloses Canvey Island and the other low-lying islands off the Essex shores : it runs round the east coast and protects Essex itself. From time to time there have been disastrous breaches in the bank. Thus, in 1324 about 100,000 acres of land between St. Katherine's and Shadwell were flooded ; in 1376 there was an inundation at Dagenham, covering the lowlands belonging to Barking Abbey ; in 1527 Plumstead Marsh became flooded. A little later people were encouraged to settle at Wapping for the better protection of the wall ; it became Wapping-on-the-Wall in place of Wapping-on-the-Ouse. Between Purfleet and Grays there was a great flood in 1690. The latest breach in the wall took place on December 17, 1707. A very high tide flowed up the river, accompanied by a violent wind. A sluice constructed for the overflow of the waters in the meadows behind the wall was blown up with part of the wall on either side. The water poured in ; no steps were taken to stop the flow. At every tide more water poured in, and more of the wall was washed away. In a few days about 1,000 acres of rich land in the levels of Dagenham were covered with water, and a sand-bank was raised in the river a mile in

length and reaching halfway across, forming an important and dangerous obstacle to navigation. In order to raise money for removing the bank and stopping the breach, a tax was imposed upon every ship coming into the Port of London.

The first serious attempt to stop the breach was made by one William Boswell, who for the sum of £16,500 undertook the work. He failed, and abandoned the attempt. Then one Captain John Perry took it up. This was in 1715. He estimated the cost at £25,000, and stipulated for a further sum if this proved insufficient. In five years he succeeded in completing the work. Parliament gave him £15,000 more, and he remained a loser by his contract; but his work held good, and stands to this day. You may see within the wall what remains of the breach in the shape of Dagenham Lake. It was on the banks of this lake that the famous Ministerial Fish Dinner originated. A certain merchant, named Sir Robert Preston, had a cottage on the banks of the lake, where he used to go from time to time to fish in the waters for bream. One of his guests was George Rose, Secretary to the Treasury and an Elder Brother of Trinity House. Rose, who went also in an official capacity to look after the safety of the wall, once brought Pitt; then another and another Minister joined the party. The step from Dagenham Lake to Greenwich

followed. The meeting became Ministerial, and in this way the Annual Whitebait Dinner became established.

A singular point about the embankment is the erection of chapels at irregular intervals upon it. A chapel on the wall is not, of course, unknown elsewhere: one may still be seen on the town wall of Lynn Regis. On the wall of London Town there was the Church of All Hallows on the Wall; the Hermitage, or Chapel, of St. James on the Wall; a hermitage at Aldgate; a chapel dedicated to St. Botolph at the four earliest gates. On the bridge there was the Church of St. Botolph at the north end, and that of St. Olave at the south; at the building of the stone bridge there was the Church of St. Magnus on the north, while St. Olave continued his protection on the south. There was also a chapel dedicated to St. Thomas à Becket in the middle of the bridge. There is a chapel on the bridge at Wakefield; there is a chapel on the bridge at Avignon. These chapels were erected for the offering of prayers for the safety of the wall or bridge. Therefore, when we find at Bradwell, Essex, a chapel on the wall, when we find another at West Thurrock, miles away from any village, when we find a hermitage at Wapping, we may fairly conclude that these places were originally designed for prayers for the preservation and maintenance of the work.

Many have been the processions and great functions upon the Thames. By the river State prisoners were always taken to the Tower or to the Fleet; by the river the Lady Elizabeth was taken to the Tower; by the river, forty years later, her body was carried from Richmond to Whitehall. The Lord Mayor's Show was formerly commenced upon the river. Nelson's body was carried from Greenwich to Whitehall in great state.

We have already seen that the broad bosom of the river was covered with swans. These belonged to the Sovereign, to the Vintners' Company, to the Dyers' Company, and to Eton College. The ceremony of swan-upping, or swan-hopping, was observed with much state on the Monday after St. Peter's Day, June 29. On that day swans were marked with a knife in the upper mandible. The birds have always been watched and cared for during winter by the fishermen and riverside people, for which duty they are still paid.

In 1841 the following were the numbers of the birds and the division :

			Old Swans.	Cygnets.
The Queen	...	...	185	47
The Vintners	...	...	79	21
The Dyers	...	...	91	14

Doggett's Coat and Badge were rowed for first in 1716. The race was endowed by Doggett, an actor, in honour of the Protestant accession.

There have been many great frosts on the

Thames, eight at least being recorded. The last time that the river was frozen over completely was in 1814. There have, however, been hard frosts since then. The abolition of the narrow arches of Old London Bridge and the embankment of the river have made the current swifter and the river deeper. Therefore the stream is no longer completely frozen over.

LONDON BRIDGE

The building of bridges—which was one way of helping the poor, the aged, and the crippled—was considered a religious work. Every useful work was religious, and was therefore kept as much as possible in the hands of the Church. A brotherhood was founded in France called *Les Frères Pontifes*—the Brotherhood of Bridge-builders—*Pontifices*. Several of the bridges built by this brotherhood in France still exist. It may be taken as quite certain that the Priest Peter of Colechurch, Cheapside, a master craftsman in the mystery of bridge-making, was himself a member of the order.

However that may be, Peter of Colechurch undertook, in the year 1176, the building of a stone bridge across the tidal estuary of the Thames—this broad river—in place of the wooden bridge which was then in existence. The founda-

tions were laid a little to the west of the old bridge. The work took thirty years to complete. When the bridge was finally opened to traffic, the body of Peter lay in his tomb within the chapel dedicated to the citizen saint of London, Thomas of Canterbury. It is said by Stow that the river was diverted from its course during the progress of the work. This is manifestly impossible and absurd. Had such a work been attempted, there would be still existing some remains of so deep and so wide a trench.

On the death of Peter, King John brought over one Isembert, a Frère Pontife, who had built the bridge of Les Sainctes, and confided to him and to his assistants the completion of the work. The King proposed, in order to gain a revenue sufficient for the maintenance of the bridge, to build houses upon it, and to set apart the rents of these houses as an endowment for the bridge. It was found necessary, however, in order to keep the bridge in repair, to assign for the purpose the tax paid by foreign merchants.

A toll was paid by passengers, carriages, and pack-horses, and every kind of animal that passed over the bridge. But Henry III. began to use the revenues of the bridge for other purposes. He writes to the Brothers and Chaplains of St. Thomas's Chapel, and to other persons living on the bridge, that the House of St. Katherine by

the Tower would for five years receive the revenues. What does that mean? Later on he grants the revenues of the bridge for six years to his Queen, Eleanor of Provence. It would seem that the Queen spent all the money and neglected the bridge, for a few years later we find Edward I. ordering a general collection throughout the kingdom—it was regarded as a national work—for the repair of the bridge, and a special tax or toll on account of its ruinous condition. Twenty years later the same King issued to the Mayor an order for the levying of toll; and Edward II. issued letters to the Bishops asking that collections for the bridge might be allowed in their respective dioceses. One of the master-workmen, at his own expense, built the chapel on the bridge, which was endowed for two priests and four clerks. In addition, chantries were afterwards founded in the chapel. In the reign of Henry VI. there were four priests in the chapel—two for the chapel services and two for the chantries. In the year 1282 five of the arches were carried away. There was a tower built on the north end of the drawbridge, and another at the south end of the bridge.

The chapel was dedicated to St. Thomas of Canterbury, London's own saint, and a careful account of it may be found in the "Chronicles of London Bridge."

It consisted of two stories, both very richly decorated, but the lower even more so than the upper. They were both supported by groups of clustered columns with carved bosses, and had windows of great richness. The lower one formed a kind of crypt, and was paved with black and white marble.

A great many drawings remain of the bridge from the sixteenth century down to modern times. There were retained between the houses several open spaces guarded by iron railings, kept partly to remind the people that they were not in an ordinary street, but were crossing a river, and partly for the regulation of the traffic. When it was resolved to take down the houses, in the year 1758, it was necessary to provide a temporary bridge, which was, unfortunately, burned. The houses were not all taken down until the year 1761.

The bridge, like its Roman predecessor, was always supposed to be built on piles. In the year 1821, however, before the demolition of the bridge, Mr. William Knight, of Rennie's Office, made a survey of one of the starlings.

“The foundation of the piers on the north side—between the great lock and what is called the Long Entry Lock—and in the starling round it, appeared to be about 3 feet above low-water mark. The bottom of the masonry originally laid of the pier is about 2 feet 3 inches above low-water mark; and the first course is laid upon a sill of oak, 16 inches wide by 9 inches in thickness, and perfectly sound. Imme-

diately beneath this is a mass of Kentish rubble mixed with flint, chalk, etc., thrown in irregularly, but not mixed with any cement. The masonry above the sill seems well bonded together, with good mortar joints, but there are *no piles under the oak sill*. The external parts of the pier seem to have been new-fronted at some period—probably at the time when the centre arch was formed in 1759—as the base of this new fronting projects about 1 foot before the original pier. There are *no piles under the original part of the pier*; but to the *new part there are some small ones driven into the rubble*—which can be of little service—with some planks laid upon their edges. The new masonry is well bonded into the old work. Mr. Knight concludes by observing that, in all the accounts which he has hitherto met with, the old piers of this bridge are described as *standing upon piles*; but that, as he found this to be erroneous in the present instance, he considers it to be a fair conclusion that all the other piers were constructed upon the same principle” (“Chronicles of London Bridge,” p. 397).

The bridge endured many misfortunes. In 1212, for instance, there occurred a disaster which, for the horror of it and the loss of life, can hardly be equalled in the annals of any city. It began with a fire at the Church of St. Mary Overies, or Our Lady of the Canons. A great crowd of people ran upon the bridge, either to assist in putting out the fire or to gaze upon it. The south end of the bridge took fire from the burning houses of Southwark; and then—it is not explained how, except that the south wind was blowing, which means that sparks and burning substances were carried to the north end of the bridge—that end, too, caught fire. Thus, the unfortunate people, hemmed in, could not escape in any way. Ships and boats were taken to their

assistance, into which they rushed in such multitudes that the ships were capsized. About 3,000 persons, it was estimated, perished either by fire or water on this fatal day.

In 1281 five arches were carried away. In 1437 the gate and tower on the Southwark side fell down with two arches. In 1471 the Bastard of Falconbridge burned thirteen houses on the south side. In 1481 a house called the "Common Stage" on London Bridge fell into the water, and so drowned five men. In 1633 the houses on the north end of the bridge, forty-three in number, were burned down. It was twelve years before the houses were rebuilt.

"The building" (says Strype) "was of Timber, very beautiful and substantial; for the Houses were three Stories high, besides the Cellars, which were within and between the Piers. And over the Houses were stately Platforms, leaded with Rails and Ballasters about them very commodious, and pleasant for Walking, and enjoying so fine a Prospect up and down the River; and some had pretty little Gardens with Arbours. This Half being thus finished, the other Half was intended to be rebuilt answerable to this, which would have been a great Glory to the Bridge, and Honour to the City."

The bridge, however, suffered in the Great Fire. After the fire the houses that had been destroyed were all rebuilt. Those on the south side, however, were dealt with specially in view of the private interests involved. At last they, too, were erected in style and strength equal to

the others, and so stood until they were all pulled down a hundred years later.

The decoration of London Bridge with the heads of traitors must not be forgotten. Among the heads which thus adorned the southern gate and tower were those of William Wallace, the Earl of Northumberland, Bishop Fisher, Sir Thomas More, Jack Cade, the Bastard of Falconbridge, the Carthusian monks, seminary priests by the dozen, and regicides a few. It is pleasant to read that the faces of Fisher and More, though the heads had been parboiled, instead of decaying and withering, grew daily fresher and more ruddy, insomuch that for very shame they were compelled to throw one of them—the Bishop's—into the river.

The fighting on the bridge was frequent. Especially must be noticed the combat of David Lindsay, Earl of Crawford, with John, Lord Welles, on the bridge. The Scottish noble rode through England with a safe-conduct from the King; he had a following of twenty-nine gentlemen and servants. The duel took place on London Bridge in sight of an immense number of spectators. It was a great fight, fairly fought out, and the Scot came off victorious. Hector Boece gives a full account (Maitland's edition):

“During the peace betwix Inglismen and Scottis, frequent cumpanyis wer of Inglismen in Scotland; and sielik of

Scottis in Ingland ; throw quhik, oftymes mony honorabil tournamentis wer betwix Scottis and Inglis, for defence of thair honouris, and glore in armes. Amang quhom, wes not litil apprisit, the honorabill victorie gottin be David, Erle of Crawford, on the brig of Londoun, aganis Lord Wellis. . . .

“ Als sone as the day of battall wes cumin, baith the partyis wer convoyit to the brig. Sone eftir, be sound of trumpat, the two partyis ran haistelie togidder, on thair bardit cursouris, with square and groundin speris, to the deith. Erle David, nochtstanding the violent dint of speris brokin in his helmont and visage, sat so stranglie, that the pepill, movit of vane suspitioun, cryit, Erle David, contrar the lawis of armis, wes bound in the sadil. Erle David, herand this murmur, demontit of his hors ; and, but ony support, ascendit agane in the sadill. Incontinent, thay ruschit togidder, with new speris, the secound time, with birnand ire to conques honoure. Bot in the third rink, Lord Wellis wes doung out of the sadill, with sic violence, that he fell to the ground, with gret displeseir of Inglismen. Erle David, seing him fall, demontit haistelie fra his hors, and tenderly embrasit him ; that the pepill nicht understand he faucht with na hatrant, bot allanerlie for the glore of victorie. In signe of more humanite, he vesyit him ilk day, quhill he recoverit his heill. Mony othir contentionis wes at this time, betwix Inglismen and Scottis ; ilk man contending to decore his awin nation with maost loving.”

The romantic story of the origin of the Osbornes must not be omitted. It is probably quite true. Edward Osborne, the son of a gentleman of Kent, was apprenticed to Sir William Hewett, cloth-worker, who lived on London Bridge. He had three sons and one daughter, a little child named Anne. One day the child's nurse, playing with her at an open window, let her fall into the river below. The apprentice, Edward Osborne, leaped in and saved the child's life. In gratitude for

this deed the girl's father, when she grew up, gave her to his apprentice in marriage with a rich dowry. Osborne was Sheriff in 1575, and Mayor in 1583-84. He lived in Philpot Lane, and was buried in "St. Dionis in Fanchurch St." He is the direct ancestor of the Dukes of Leeds.

Of London Bridge it would be possible to write volumes, so full it is of associations and memories. Of all their monuments, the bridge was the special pride of the citizens. Their walls they suffered to fall into decay, and their ditch to be filled up. The riverside wall was taken down very early; the Londoner still preserved something of the Anglo-Saxon's dislike of walls. The Tower they watched with suspicion and dislike, but the bridge was their own. It was the main artery of their trade; it connected the city with the south country and with the Continent. It was a sacred monument; nowhere in the world was a finer bridge. The defence of the bridge was the business of the city; the maintenance of the bridge was a trust of the city authorities.

In almost all events of national importance the bridge played its part. Across the bridge streamed the wild following of Wat Tyler. Jack Cade fought all night long until the morning to force the bridge. The Bastard of Falconbridge was driven back after a long and fierce fight upon the bridge. Wyat would have crossed the bridge

had they not cut down the drawbridge and thrown it into the river. It had its part in the city processions and ridings. Henry III., and his Queen, Eleanor of Provence (whom the citizens afterwards pelted and cursed), were escorted across the bridge by the Mayor and Aldermen and principal citizens. Edward I., Edward II., Richard II., Henry V., Henry VI., Queen Margaret, Edward IV., Queen Katherine of Aragon, Philip of Spain, Charles II., William III., George I. —all rode across the bridge amid the acclamations of the multitude with pageants and shows and the flying of flags and the sound of music.

The pride and admiration with which the Londoners regarded their bridge were expressed by Howell in his verses :

“ When Neptune from his billows London spyde,
 Brought proudly hither by a high spring-tyde ;
 * * * * *
 When he beheld a mighty Bridge give law
 Unto his surges, and their fury awe ;
 * * * * *
 When the Cerulean God these things surveyed,
 He shook his trident, and astonished said :
 ‘ Let the whole Earth now all her wonders count,
 This Bridge of wonders is the paramount.’ ”

Once a year, on September 7, the Mayor, Sheriffs, and Aldermen, after taking dinner together, repaired to St. Magnus's Church in scarlet gowns, accompanied by the Sword-bearer,

and then, evening prayer over, they rode across the bridge to open the three days' fair of Southwark. On their return they had a supper at the Bridge House.

Every year those who watched the bridge looked in July for the appearance of the small yellow flower known as *Sisymbrium iris*, or the London rocket. It grew and blossomed wherever a ledge or a flat surface allowed it to sow itself and to grow up. Tradition maintained that it first appeared after the Great Fire, when it overran all the ruins not yet cleared away in the city itself. The bridge was not in its later years regarded with so much respect. Already in the early sixteenth century Ben Jonson refers to the continual repairs carried on :

"He minds
A courtesy no more than London Bridge
What arch was mended last."

The shops on the bridge consisted latterly of mercers and dealers in small wares. After the fire of 1633, when forty-three houses were destroyed, the trades of their tenants were as follows: Dealers in small wares, 7; hosiers, 6; hatters, 4; shoemaker, 1; silkmen, 3; milliner, 1; glovers, 2; mercers, 2; distiller, 1; girdler, 1; linen-draper, 1; woollen-drapers, 2; salter, 1; grocers, 2; needlemaker, 1; scrivener, 1; curate, 1; clerk, 1; empty houses, 5.

The houses on the bridge projected partly over the Thames, being built out after the fashion of the day. The projecting part nearly hid from view the small arches below. The houses were 27 feet deep from front to back, making the whole street 74 feet in width. A short time before the houses were pulled down, Scott, the painter, made an excellent picture of the bridge and the houses as they then stood. There is also a small view of the bridge in Hogarth, and we have views by Hollar, Vischer, and others. The tower, called Traitors' Gate, was taken down in 1577 and rebuilt, the heads being put up again on the new structure. This tower contained the machinery for raising and lowering the draw-bridge, which was not finally taken away until 1758. It also contained the portcullis, and there were rooms over the gate. It was built of timber.

Behind this tower stood Nonsuch House, a most remarkable building. It was constructed in Holland, entirely of wood, and was brought over and put together with wooden pegs, without using a single nail. The description of Nonsuch House from the "Chronicles of London Bridge" may be quoted :

"This celebrated edifice also overhung the east and west sides of the bridge, and there presented to the Thames two fronts of scarcely less magnificence than it exhibited to Southwark and the City, the columns, windows, and carving

being similarly splendid: and, thus, equally curious and interesting was the Nonsuch House on London Bridge, seen from the water. Its southern front only, however, stood perfectly unconnected with other erections, that being entirely free for about 50 feet before it, and presenting the appearance of a large building projecting beyond the bridge on either side; having a square tower at each extremity, crowned by short domes, or Kremlin spires, whilst an antiquesly-carved gable arose in each centre. The whole of the front, too, was ornamented with a profusion of transom casement windows, with carved wooden galleries before them; and richly sculptured wooden panels and gilded columns were to be found in every part of it. In the centre was an arch, of the width of the drawbridge, leading over the bridge; and above it, on the south side, were carved the arms of St. George, of the City of London, and those of Elizabeth, France, and England quarterly, supported by the Lion and Dragon: from which circumstance only can we estimate the time when the Nonsuch House was erected."

Somewhere on the bridge—it is not certain where—stood a cage or pillory for the punishment of women. In the year 1555, a very dangerous time for those who possessed not the gift of continence of speech, a certain woman entered the Church of St. Magnus, at the north end of the bridge, and, seeing a "hearse"—*i.e.*, an erection over an imaginary coffin, with lights—asked the meaning of it. She was told that it was erected in memory of the Pope recently deceased, and that all Christian folk must pray for him. "That will I not," she replied, "for he needeth not my prayer; and seeing he would forgive us all our sins, I am sure he is cleane himself. Therefore I neede not to pray for him."

It seems a harmless thing to say. But the priests took offence, and she was carried off to the cage on London Bridge, there to cool her heels and correct her judgment. One would like to hear the further observations made by this free-thinker when she went home that evening.

The waterworks of London Bridge, which for 200 years and more supplied water to a great part of the city, were first put up by one Peter Moris, a Dutchman, in the year 1582.

A lease was granted to Peter Moris for 500 years on condition of paying 10s. a year for the rent of one arch of the bridge. Two years afterwards, his invention proving of the greatest benefit to the city, the Corporation granted him the use of a second arch. His descendants and heirs sold their rights in 1701 to one Soames, who obtained the use of another arch; paid £300 fine to the city for the transfer of the lease, and made a company of 300 shares at £500 for working and developing the waterworks. For 120 years this company continued to supply water.

Besides the waterworks, there were erected on the starlings on the piers mills for grinding corn. These were of very ancient origin. In 1197 the monks of Rochester had a corn-mill on the Thames over against the Tower of London. In 1588, on account of the difficulty of grinding corn for the poor, leave was granted for the erection of four

mills on the starlings at the south end of the bridge.

As for the mills and the arches during the last century of the bridge, one may quote Strype :

“The Arches of this Bridge serve not only for Strength and Ornament to the Bridge itself, but also for communication of the Benefits of the River Thames, to all that lie upon its Banks from Westminster and upwards, unto those Parts of it where it falls into the Sea. For through these great Arches Vessels of considerable Burthen pass with Goods, as well as small Wherries with Passengers. Other Uses were made of these Arches, as for Conveyance of Thames Water into the City, to supply the southern Parts, and for Mills for grinding Corn. Of which last use I find there were, in Queen Elizabeth’s reign, certain Mills erected for that purpose, under or near London Bridge, by order of the Magistrates of the City. To which, as soon as they were set up, some exception was taken and complaint made, as it seems, to the Court; as that they might prove injurious to the Bridge, or to the River. But it was shewn that the Bridge could take no harm by these Works. And it was provided for by this Means, that the water had, or should have its full course through the Arches; and that that part of the Mill which should

stand nearest unto the stone work of the Bridge should be twelve feet off from any part of the Bridge.

“The Profit of these Mills was, that whereas, in Time of Dearth, the common People could not have any corn ground under four, five, or sixpence the Bushel, and many Times could not have it ground at all in a long space, by Means whereof, People were constrained to buy Meal in the Market at such Prices as the Seller himself would, this would be remedied by the use of these Mills. Also the Badgers, or Meal-Sellers, enhanced the Prices as they listed; which could not be remedied, but by good Provision of Corn made by the Citizens, and sold in the Market, as experience had shewed.

“The two arches next London are now stopped up for the use of the Water-Mills, but without any Prejudice to the Current of the Thames. The third Arch, on Southwark Side, is seldom and very rarely passed through, because of a Rock grown there a little to the East, which is visible at low Water. This Rock hath been observed this many a year. Therefore this Arch is called The Rock Lock. Two of these Arches are much larger than the rest; viz., That over which is the drawbridge; and the other called The Simile Lock. These were for the Use of greater Vessels, that went through Bridge, westward. The Draw-

Bridge formerly was, upon such occasions, taken up; but now-a-days never, but when it wants repairing.

“The Reparation of these Arches, and the Striking down Piles for securing them, is continual, and Men are kept on Purpose to take care of it and to do it. Whereof they have two Master-workmen, viz., a Head-Carpenter, whose Name is Wise, if he be yet living; and a Head Mason, whose Office it is to look after the Bridge, under the Bridge-Masters.”

Among the residents of London Bridge several painters may be mentioned: Hans Holbein, Peter Monamy, Dominic Serres, Jack Laguerre, and Hogarth.

Dominic Serres, a native of Holland, came here a prisoner of war; he was a sailor. His Majesty George II. allowed him his parole, and patronized his talents. Serres became a Royal Academician at Somerset House, was elected librarian of that institution, and had the honour of being appointed marine painter to King George III.

One of the shops on the bridge was kept early in the eighteenth century by one Crispin Tucker, a bookseller, who wrote verse of a kind, and even ventured to parody Pope. A notice of his house and its associations is contained in a book of reminiscences and gossip called “Wine and Walnuts.”

"There was a bow-windowed back-room that projected over the Thames, and trembled at every half-ebb tide. Here Jack executed all his plates off-hand. This chamber of arts was celebrated, like Friar Bacon's study, for many inventions which are now buried in the great pit-hole of oblivion. Here Hogarth, in early life, once sojourned, and etched and engraved for old John Bowles, of the Black Horse, Cornhill.

"I have heard Dr. Monsey describe this curious old apartment, as like one of the alchemist's laboratories from the pencil of the elder Teniers—a complete smoke-stained confusionary, with a German stove, crucibles, pipkins, nests of drawers, with rings of twine to pull them out; here a box of asphaltum, there glass stoppered bottles, varnishes, dabbers, gravers, etching tools, walls of wax, obsolete copper-plates, many engraved on both sides, caricatures, and poetry scribbled over the walls, a pallet hung up as an heirloom, the colours dry upon it, hard as stone, an easel, all the multifarious arcanalia for engraving, and, last of all, a printing-press."

Before the destruction of the houses on the bridge their condition was one of decay and danger. Picturesque they were, undoubtedly, as many an ancient and tottering street of old London was in the eighteenth century, when nearly all that was spared by the Fire was destroyed by the tooth of Time or by the builder. Pennant's testimony to the condition of the street is very clear :

"The houses on each side overhung and leaned in a most terrific manner. In most places they hid the arches, and nothing appeared but the rude piers. I well remember the street on London Bridge, narrow, darksome, and dangerous to passengers, from the multitudes of carriages; frequent arches of strong timber crossing the street, from the tops of the houses, to keep them together, and from falling into the river. Nothing but use could preserve the

repose of the inmates, who soon grew deaf to the noise of falling waters, the clamours of watermen, or the frequent shrieks of drowning wretches. Most of the houses were tenanted by pin or needle makers, and economical ladies were wont to drive from the St. James's end of the town to make cheap purchases" (Pennant, p. 320).

Let us turn to the government of the bridge.

The bridge was not maintained entirely by tolls; it was endowed, and possessed a considerable amount of property, for which the Corporation were trustees. As we have seen, though sometimes adapted to other ends, the rents of the houses on the bridge were really part of this property. Private benefactions flowed in for the support of the bridge.

The care of the bridge was entrusted to two wardens appointed by the Common Council; the wardens were responsible for the maintenance of the bridge and the administration of the rents, subject to an annual audit carried out by two Aldermen and four members of the Common Council. At first the audit was held twice a year. The Serjeant-at-Mace summoned the auditors, and took action against tenants who were behindhand with their rents. The trust is represented in deeds sometimes by both wardens, sometimes by one only—in one case by "Benedict Sypwrighte of London, Warden of the Bridge of London, and the Proctors of the said Bridge, and the brothers and sisters there serving God."

In 1382 the wardens received a salary of £10 each; in 1562 they received a salary of £26 13s. 4d. each, with a joint allowance of £4. In 1597 their salary was £50. They were liable for bad debts. On one occasion (in 1351) the wardens were dismissed for showing a deficit of £21; in 1440 the wardens owed £377 9s. 10d., through the dilapidation of the houses and their standing unlet.

The voluminous accounts of the bridge were kept in 1272 in the Chambers of the Guildhall; they were then removed to the chapel on the bridge; thence to the Bridge House; they are now again at the Guildhall. The accounts are beautifully kept, with initial letters and other illustrations and decorations. Some of these are figured in "The History of the Tower Bridge," prepared under the Direction of the Bridge House Estates Committee, 1894.

"Among the deeds preserved in book B is one containing the ancient seal of the Bridge House. This seal . . . is, unfortunately, imperfect, the top and the greater part of one side being broken away. Of an impression affixed to another deed only the extreme base remains, and no other copy is known to exist in any public or private collection. The seal is lozenge-shaped, and in its complete form appears to have measured $2\frac{3}{4}$ inches by $1\frac{1}{2}$ inches. The obverse is inscribed [SIG]ILL : BEATI : THOME . . . and bears the following device: An arch of London Bridge, with a boat riding on the water below; upon the bridge above St. Thomas of Canterbury is seated, holding in his left hand a long upraised cross, his right hand being apparently lifted in an attitude of benediction. The workmanship closely corresponds with that of the old mayoralty seal. . . . The reverse

is inscribed [SEC]RETI : PONTIS : LOND . . . and bears a very interesting representation of the martyrdom of Thomas à Becket. . . .

“No particulars of the date when this seal was first ordered can be found, but it must have been nearly co-eval with the foundation of the bridge, as a common seal would be necessary for conveyances of the bridge property. In 1539 Henry VIII. issued a proclamation for abolishing all images of St. Thomas à Becket within his dominions. . . . The Court made an order on September 28, 1539, that the arms of the city should be substituted for a figure of St. Thomas. Strangely enough, the saint was not dethroned from his seat on the mayoralty seal, where he reigns, jointly with St. Paul, to this day.”

In 1358 the number of houses and shops on the bridge was 138, and their rental was £160 4s. In 1460 the rental of the houses amounted to £205 2s. 4d. In 1602 the rental of the houses amounted to £472 11s. 8d. The whole of the bridge property then brought in the yearly revenue of £1,546 16s.

In addition to these rents were the tolls paid by carts and waggons, and those paid by vessels passing through the bridge.

In 1490 the tolls for carts were farmed by one John Hashlan for £21 a year; in 1578 by one Thomas Horner for £55 13s. 4d. a year. The tolls were 4d., 3d., and 2d. on loaded carts; empty carts returned free of toll.

In 1777 the tolls averaged £9 or £10 a day, and the total receipts for 1777-78 were £3,006 17s.

The officers of the bridge were the wardens, the renter (or collector), the clerk of the works,

the comptroller of the bridge, the clerk of the drawbridge, six carpenters, four masons, two lawyers, one mariner, a keeper of dogs, a carter, a boy, a paviour, a plasterer and his servant, twenty-one tide-men, keeper of Bridge House, and other workmen as they might be wanted. Some of these posts were bought and sold in the eighteenth century. The place of clerk of the Bridge House was worth £1,250, the two carpenters' £200 each, the mason's £200, the plasterer's £200, the paviour's £250, the plumber's £250, the two porters' £100 each, the purveyor's £200, the shotsman's £200.

The drawbridge was situated between the sixth and seventh piers, counting from the south end. It consisted of a wooden bridge, which was raised to allow vessels to pass or to prevent the entrance of an enemy. It was continually out of repair. It was renewed in 1388, and again in 1406. In 1421 it was repaired; in 1426 the bridge was strengthened by a tower at the north end of the drawbridge; in 1441 the drawbridge was again renewed; in 1480 it could not be lifted, being in so ruinous a condition; in 1500 it was repaired; in 1526 it was again closed to shipping; in 1557 it was repaired; in 1672, and again in 1722, it was renewed; in 1758 it was abolished.

The offices of the bridge were not upon the bridge itself, but at the Bridge House in Tooley

Street. It seems remarkable that the house was not placed at the foot of the bridge. The second bridge, as we have seen, had its south end by St. Olave's. There was probably no room for the house there. It might, however, have been placed on the west of the bridge. Now, if we consider that the south end of the first London Bridge had St. Olave's on the west, it would seem that the first Bridge House would be originally on the east side of the bridge. But between the Bridge House and St. Olave's towards the end of the thirteenth century a great house was built by the monks of St. Augustine, Canterbury, for the Abbot's town-house. The Earl of Warren and Surrey in the year 1281, in a deed quoted by Stow, granted remission of rent due to him and his heirs subject to a memorial fee of 5s. weekly, together with the "admission of himself and his heirs into all benefits which shall be in their church." In other words, the Earl and his heirs were admitted "in fraternization" of the convent in return for this gift. But the mention of the Bridge House shows that that building already existed in the same place where it afterwards continued. What was standing on the site of St. Augustine's House before it was built one does not know.

The house was provided with a dock, a wharf, a yard, and river-stairs. Its outward appearance

can be guessed from some of the older maps, but not with any certainty. It can be seen in Agas's maps. The gate may be that of the Bridge House, but it may also be that of the Abbot of St. Augustine's, whose bones belonged, at the time when Agas made his map, to Sir Antony "Sent legar"—St. Leger. The house was guarded by mastiffs, those fierce guardians who were often a terror to the residents as much as to those who would break in. The accounts give glimpses of the house from time to time. The servants are mauled and bitten by the dogs; the house is newly glazed; the chambers are hung with cloth; they have a clock and a dial; curtains are hung up in the hall; leather buckets are kept in case of fire; they have a garden which is cultivated with care; they keep swans; they make a fountain of brickwork—with many other things pleasant and profitable. Above all, they set up granaries beside the Bridge House. We have heard Strype upon this subject.

These granaries were a continual cause of trouble with the bakers. They objected to buying their meal here instead of the open market. The flour, they said, was musty—a thing solemnly denied by the Mayor.

The Bridge House became converted into warehouses. There was a great fire here in 1861 which destroyed the last of the old buildings.

After the opening of Westminster Bridge on November 18, 1756, the contrast between that broad and commodious roadway and the crowded and narrow bridge below caused the Corporation to consider what should be done to improve their bridge. A large party in the Common Council wanted to pull it down and build a new bridge; a majority, however, decided upon preserving the old bridge if that should prove possible. Accordingly, Mr. George Dance, the City Clerk of Works, surveyed the bridge and laid before a committee of the Common Council a scheme for removing the houses and making certain repairs at an estimated cost of £30,000.

Six years later an Act was passed by Parliament, authorizing the Corporation to make these improvements, and to provide a roadway 31 feet wide, with two footpaths, each 7 feet wide. The Corporation was also empowered to throw two of the arches into one. Additional tolls were imposed for the purpose of defraying these expenses, but these were soon abandoned, and a movement was begun for the abolition of all tolls over the bridge. In 1785 these tolls ceased altogether and the bridge was free.

In order to carry out the alterations it was found necessary to construct a temporary wooden bridge on the western side of the stone bridge. It rested on the starlings of the piers, and was

made of stout oak timber. This construction was opened in October, 1757. The houses on the old bridge had already begun to be pulled down. Their demolition took three years to complete. Early in 1757 the workmen are reported to have found a pot of money, silver and gold, of Queen Elizabeth's time. In May, 1759, the name of "William Herbert on London Bridge" occurs as one of the publishers of "The Heirs of the Reformers." The chapel house was not taken down until August, 1760. It had long ceased to be used as a chapel. At the time of its demolition the upper chapel was found to be converted into apartments, while the lower chapel was a paper warehouse, having a crane attached to it for taking in goods from boats. In front of the bridge pier a square fish-pond was formed in the starling; into this fish were carried by the tide, and kept from swimming out by a wire grating. By this time Nonsuch House, once so splendid and glorious, was in a condition of dilapidation, let out to various persons for purposes of trade. Still, one cannot but regret the necessity for taking down the houses which made the bridge so picturesque. When these had gone, there was left nothing more than a long row of narrow arches, encumbered with starlings, waterworks and cornmills, through which the water rushed and poured at ebb and flow, upsetting boats,

driving craft of all kinds against the piers, and drowning men. On the site of the houses, and on every pier, they made stone alcoves with seats for the passengers to rest. These alcoves were roofed with stone, and the roofs, either by accident or design, were paraboloid in shape. It was therefore the property of these alcoves that anything said in one was transmitted across the bridge into the opposite alcove. This peculiarity was well known. I have heard from an old man that he remembers as a boy being placed in one of the alcoves, while his father crossed the bridge and spoke to him in this manner without raising his voice. This property was made the means of a murder and robbery. One of the alcoves is now standing in the garden of Guy's Hospital.

In 1758 the temporary wooden bridge was entirely destroyed by fire ; there was a good deal of suspicion concerning incendiaries, but no arrests were made. A new wooden bridge was hastily constructed.

In July, 1759, the new central arch of the bridge was completed. It had a span of 70 feet and a breadth of 40 feet. But while the city was still rejoicing over the convenience of this broad arch, there were rumours of insecurity. Mr. Smeaton, the engineer and architect, was sent for ; he advised, as a measure of security, to buy back the stones of the city gates, which had just

then been sold, and to throw them into the water in order to guard the starlings, to raise the bed of the river under the arch, and to restore the head of the current required for the waterworks.

The next sixty years contain a record of continual repairs to the tottering old bridge. The city was loath to let it go. But the traffic was too great for it. In one day of July, 1811, 89,640 persons crossed the bridge on foot, 769 waggons, 2,924 carts and drays, 1,240 coaches, 485 gigs and taxed carts, and 764 horses. It was resolved at last that a new bridge must be built. The necessary Acts were obtained, designs were asked for; that of Mr. John Rennie was accepted. He died in 1821, but the work was carried on by his sons, Sir John and George Rennie.

During the excavations for the foundations of the new bridge many Roman coins and other antiquities were found. There is a good account of these discoveries in *Archæologia*, vol. xxv.

The first pile was driven on March 15, 1824, and the first stone was laid by Lord Mayor John Garratt on June 15, 1825.

The bridge, when completed, was opened by William IV. and Queen Adelaide on August 1, 1831.

The removal of the old bridge was not accomplished until 1832, when the bones of the builder, Peter of Colechurch, were found beneath the

masonry in the foundation of the chapel. Thus ended the old bridge, with the discovery of the bones and dust of its original architect, the Frère Pontife Peter.

The time occupied in building the bridge was seven years five months and thirteen days. Forty lives were lost during the work. The total cost was £2,556,170 19s. 11 $\frac{3}{4}$ d., including the cost of removing the old bridge; the cost of the approaches formed the greater part of this amount—they cost no less than £1,840,438, 7s. 1 $\frac{3}{4}$ d.

And now the “new” London Bridge has been found insufficient for the work demanded of it, and is being widened; while by means of great mechanical ingenuity the flow of the traffic over the existing part is uninterrupted during the continuance of the work.

OTHER BRIDGES

The other bridges over the Thames have little historical interest. The following notes will be found to give the leading facts in the history, the date, the architecture, etc. Further details as to the construction belong to more technical works.

The river (within our limits) is now spanned by a great many bridges, many of which are crowded all day long by passengers. There are, going westward, the Tower Bridge, London Bridge,

Southwark Bridge, Blackfriars Bridge, Waterloo Bridge, Westminster Bridge, Lambeth Bridge, Vauxhall Bridge, Chelsea Bridge, Albert Bridge, Battersea Bridge, Wandsworth Bridge, Putney Bridge, and Hammersmith Bridge. In addition to these there are the railway bridges and the subway.

Proposals were made for the erection of another bridge—WESTMINSTER BRIDGE—across the Thames in the reigns of Elizabeth, James I., Charles I., Charles II., and George I. The step was always opposed by the City of London, the Watermen's Company, the West Country Bargemen, and others, on the ground that it would injure the navigation of the river, and decrease the means of employment for the watermen.

In 1734, however, the scheme was once more taken in hand. A small body of gentlemen, including the Archbishop of Canterbury, joined in finding the money for preliminary plans and surveys.

In February, 1735, they presented a petition to the House of Commons to have a bridge erected at the Horse Ferry, "or at such other place as the House should direct." A Bill was accordingly brought in for the erection of a bridge, and was passed by 104 against 12. The Lords passed it on March 31, 1736.

By this Bill the bridge was to be built from

New Palace Yard to the opposite shore ; there was granted towards it the sum of £625,000, to be raised by a lottery. This method proved a failure, only £43,000 having been raised ; a second Act of Parliament was accordingly obtained by which power was granted to raise £700,000. In 1737-38 £148,750 was raised by lotteries, and by grants, 1741-1749, £132,000 was added to the fund. An unwieldy body of 200 peers and members of Parliament was appointed as a Commission to direct the building. It was resolved to have it of wood on stone piers ; this decision was afterwards changed, and the bridge was altogether built of stone. The site finally adopted was that of the present bridge, though the river here was 1,223 feet wide, or 300 feet wider than at London Bridge.

On Friday, June 9, 1738, a pile was driven into the middle of the river as a mark where one of the stone piers which were to support the great central arch was to be built. On Monday, January 29, 1739, the first stone was laid by the Earl of Pembroke. The architect was M. Charles Labelye, a Swiss. Labelye had received the sanction of the Commissioners to build a stone bridge of fifteen arches, increasing from 52 feet, exclusive of the small abutments, to 76 feet in the central arch ; the piers to be from 12 to 17 feet in breadth ; the length of the bridge

1,220 feet, the breadth 40 feet. The bridge, after many difficulties caused by the sinking of of the piers, was opened on November 17, 1750.

But after some years the arches showed signs of giving way, and it was resolved to build a new bridge. It was commenced in 1854, and completed in 1862. The architect was Thomas Page. The bridge is 1,160 feet long and 85 feet wide. There are seven low wrought-iron arches. The central arch is 120 feet span, and the side-arches 95 feet. The cost of the new bridge was £250,000.

The bridges up the river require no special comment. LAMBETH was opened in 1863. VAUX-HALL BRIDGE was built between 1811 and 1816, but is now being superseded by a new structure, as to the design for which there has been much discussion. The traffic, meantime, is carried over a temporary bridge opposite to the National Gallery of British Art.

CHELSEA and ALBERT SUSPENSION BRIDGES are graceful and unusual. The former cost £85,000. BATTERSEA BRIDGE replaces a predecessor which was built by fifteen subscribers advancing £1,500 each. This was a wooden bridge, and stood from 1771 to 1781, a very short time. The new bridge was built on the east side of it.

There is a long stretch of water before WANDSWORTH BRIDGE is reached.

PUTNEY BRIDGE is described fully in the volume on Hammersmith, Fulham, and Putney, in this series.

Having thus cleared the way above Westminster, we will take a short survey of the bridges below it.

Next to Westminster, going down the river, was HUNGERFORD SUSPENSION BRIDGE, which was constructed by Brunel in 1845, but taken down in 1861 to make way for CHARING CROSS RAILWAY BRIDGE, designed by Hawkshaw.

WATERLOO BRIDGE was first called the Strand Bridge, and was built 1811-1817. The architect was John Rennie. The length is 2,456 feet. It is on a level with the Strand. The cost of the bridge itself was £565,000, but with the approaches and the buildings the total amounted to over £1,000,000. In 1877 the Metropolitan Board of Works bought the bridge for £475,000, and opened it free of toll.

Old BLACKFRIARS BRIDGE was built in 1760. It was designed by Robert Mylne, and when it was thrown open there was at first a halfpenny toll, which on Sunday became a penny. The toll led to riots, and in the 1780 riot the toll-house was burnt down. The Government therefore bought up the bridge and made it free. In 1833 it required thorough examination and repair, which cost £100,000. In 1860 it was taken down, and a

temporary wooden bridge put up. In 1865 the foundation-stone of the new bridge was laid, and in 1869, or more than 100 years after the first one, the new bridge, built after the design of J. Cubitt, C.E., was opened by Queen Victoria. It consists of five iron arches, the centre being 185 feet span.

Blackfriars Bridge is not the place where one would expect a fight with smugglers. Such a fight, however, took place in 1778. Information reached the Excise officers that a gang of smugglers would pass over the bridge into Surrey in the night between twelve and two. Accordingly they obtained a party of twenty-three grenadiers, and sent three of them over the river. They secured the gate on the Surrey side, and stationed the grenadiers on the London side, in ambush, so that the smugglers, when they got over the bridge, found themselves in a trap, with a closed gate before them and a company of soldiers with fixed bayonets behind them. There were thirty-two smugglers with many loaded horses. They determined on fighting their way back again. They formed into two lines with the loaded horses in the rear, and they threw themselves upon the bayonets. It is an amazing story. The smugglers appear to have had no arms, except, perhaps, the cudgels which they always carried. They actually beat down the bayonets, broke

through the soldiers, and got clean off except for one man, who was seized. One or two of the horses were wounded. The grenadiers had actually had the folly to turn out without loading their muskets! It looks as if the whole business had been arranged beforehand between the smugglers and the Excise. Why was there no pursuit? Why was there no attempt made to follow the party and force on another engagement?

SOUTHWARK BRIDGE was designed by John Rennie (1815-1819), and is built on three cast-iron arches, the central arch being 240 feet span. The bridge crosses the river at its narrowest point. The cost of it was £800,000. It was bought by the Corporation in 1866 for £218,868.

The latest and the most striking of all the London Bridges is the TOWER BRIDGE. This bridge is what is called a bascule—that is to say, the bridge itself divides in the middle; the two arms can be raised by means of weights to the perpendicular in order to allow of the passage of ships.

For a long time there had been many complaints about the need of more direct communication between the north and the south sides of the river below London Bridge.

As early as 1843 some relief had been obtained by the construction of the Thames Tunnel. This work was begun in the year 1824. The engineer,

M. I. Brunel, employed for its construction a cast-iron shield containing thirty-six frames or cells, in each of which a navvy worked, cutting down the earth; behind him bricklayers built up the earth with brick as the shield was pushed forward. In this way 540 feet of the tunnel were successfully bored and arched over, when (May 18, 1827) the river burst through and the water had to be pumped out. Again, when 60 feet more had been accomplished, the water broke in, and six men were drowned. Then for seven years the work was discontinued. When it was resumed, by the help of a Parliamentary loan, it was continued without interruption till its completion in 1841. A year and a half then elapsed before the tunnel was opened for passengers. It had cost £454,000. The width of the tunnel is 35 feet, and the height 20 feet. The thickness of earth between the crown of the arch and the bed of the river is 15 feet.

The tunnel is now traversed by a railway line, having a station at each end, namely Wapping and Rotherhithe. The line connects the important junctions of Shoreditch and New Cross.

A subway was constructed in the year 1871 connecting Southwark and Tower Hill. This narrow and inconvenient way is used by a million passengers every year.

It takes time to create any considerable body

of public opinion. Between 1874 and 1885 thirty petitions were presented to the Corporation of London, praying them to undertake a new bridge. Various schemes were brought forward one after another : London Bridge was to be widened ; a subway was to be constructed beneath the bridge ; a steam-ferry was to be made. Special committees were appointed to consider the various schemes.

The following is a summary of the several designs considered by this committee (see "History of the Tower Bridge," by Charles Welch, prepared under the direction of the Bridge House Estates Committee) :

1. Low-Level Bridge, designed by Mr. Frederic Barnett, having in the middle a kind of loop or dock, without watergates, allowing small craft to pass always, the swing only to be opened for large vessels.

2. A Movable or Rolling Bridge to carry vehicles and passengers, proposed by Mr. G. Barclay Bruce, jun. By this arrangement a certain portion of the waterway was always to be left open for vessels.

3. Another bridge similar to London Bridge to be built 100 feet eastward of it, and connected with it at each end, and at intermediate intervals, proposed by Mr. Thomas Chatfield Clarke.

4. Low-Level Bridge, designed by Mr. John

P. Drake. This was to be carried on girders, with a swing middle to turn on a pivot.

5. High-Level Bridge, proposed by Mr. Sidenham Duer, with a pair of hydraulic hoists at each end. The hoists were to be carried out on the principle of the Anderton lifts.

6. High-Level Bridge of three spans, submitted by Mr. T. Claxton Fidler. The south approach was to be by means of a spiral ascent.

7. River Railway Line, which Mr. C. T. Guthrie proposed to construct at the bottom of the river, carrying above a framed staging and deck, projecting above the level of high-water. The carriage would be driven by machinery, and move on the submerged lines between two quays.

8. Subway Double Cast-Iron Arch, or "sub-riverian arcade," resting on a concrete bed, proposed by Mr. John Keith.

9. High-Level Bridge, proposed by Mr. Edward Perrett, with hydraulic hoists, the bridge to consist of three spans of 267 feet each, and 80 feet above high-water in centre ; staircases to be provided for foot-passengers.

10. Two Paddle-Wheel Ferry-Boats, suggested by Mr. E. Waller (Thames Steam-Ferry Company), to ply across, each 82 feet by 27 feet between paddle-boxes.

None of the above-mentioned designs was approved by the special committee.

Finally, Mr. Horace Jones laid before the committee the design which was adopted, that of a bascule, or see-saw bridge.

The principal advantages claimed for this design were :

Lowness of level, and consequently easy gradients for the land traffic. Economy of construction in the approaches on both banks of the river, the lowness of the level allowing of direct access, and necessitating very slight alterations of the adjoining streets and properties. Occupation of less river space than a swing bridge, which when swung open requires a clear space equal to half the span of the bridge. Less interference with the tideway or navigation of the river, there being only two towers or piers instead of three or four, as in the swing-bridge schemes. Beauty of form : The chief features of the bridge being capable of architectural treatment, it might be rendered the most picturesque bridge on the river. Facility and rapidity of working by the special arrangements of machinery proposed ; for instance, a ship signalled at a quarter of a mile distant, and sailing or steaming at the rate of, say, six or seven miles an hour, could pass the bridge, and the land traffic be resumed in three minutes ; or if half a dozen vessels were within half a mile of the bridge, all could pass in five and a half minutes.

The works were begun on April 22, 1886, and on June 21 the memorial stone of the new Tower Bridge was laid by the King (then Prince of Wales) on behalf of Queen Victoria.

It is not necessary to describe scientifically the construction of this remarkable bridge. Two towers are built on piers, each of which is 185 feet in length and 70 feet in breadth. The space between the towers is 200 feet clear. The bridge connecting the two towers consists of two arms. Each of these arms is a straight lever of the first kind, turning on a pivot within the tower and balanced by a shorter arm. The arm of 100 feet weighs 424 tons. Its centre of gravity is 48' from the pivot. The shorter arm weighs 621 tons. Its centre of gravity is 32·9' from the pivot. A simple calculation will show that the two arms nearly balance each other, the longer arm being slightly the heavier, but so little that a comparatively slight force of 28 tons applied to the centre of gravity of the shorter arm will make the balance equal. This force is applied by hydraulic power.

Between the towers is a permanent way, 135 feet above the high-water level. Each tower is connected with its own side of the shore by a suspension-bridge. The great bascule can be lifted in a minute and a half. The rapid elevation of these gigantic arms and the passage of a

ship through the bridge is one of the most striking sights of London.

On Saturday, June 30, 1894, the bridge was formally opened by the present King, eight years after he had laid the foundation-stone.

When the ceremony was over the royal party embarked on board a steamer and returned by water to Westminster. It was a pity that not one state barge was left to convey them up the river with something like the former grandeur.

FROM HAMMERSMITH TO THE TOWER

So far we have dealt with the river generally ; we will now consider it more in detail. In the booklets already issued in this series we have wandered on the banks of the Thames at Chelsea, at Westminster, at Putney, at Fulham, and at Hammersmith. We have mingled with the crowd of ghosts who haunt the riverside ; we have talked their language, seen with their eyes, and reconstructed that dead, but ever-living, past. Yet in these books the river, the glorious river that is the chief ornament of our great city, was subordinated to other things. The mention of its banks was furtive, incidental, and the references to it were scattered. The Thames, with its pageants and its shows, its barges and its boats, has ever formed a part of the life of the Londoner. It is still a part of London ; but is it a part of the

life of the Londoner? Are his evenings spent on the river? Are his working days softened by his morning and evening row up and down water? No. In these days not only the glory, but even the utility, of the river has departed. Who will give us steamboats—a well-organized and efficient service, a service by which the City man can go from Putney and Chelsea to the stairs at Old Swan as expeditiously as he now goes by bus? Steamboats that will not stop and start again so often that it seems their voyage is made up of stops, as an Irishman might say, but an organized service; swift boats for those who are in a hurry, running straight down the stream from one outlying pier or another to the City; slower boats for those to whom time is no object; or slow boats on a Saturday, when the crowd presumably is out holiday-making, and in the weekday afternoons, when bread-winners and those to whom time is money are at work, while the same boats run swiftly between City and suburbs morning and evening: who will give us these things, so that the river may again be a part of London life? At the time of going to press two Bills have just been thrown out by Parliament, one proposed by the London County Council, and the other by the Thames Steamboat Company. The County Council declared that, even if it took no money at all from the boats, a halfpenny on the rates would

cover the cost of taking over the service. Yet the Bill was rejected, and London is still without its river transit.

Listen to Pepys. Many and many an evening he "took boat" at the city, and went by himself up to Barn Elms, "tide serving," there to disport himself in the moonlight or take a turn or two under the trees.

"*April 26, 1667.*—After dinner, by water, the day being mighty pleasant, and the tide serving finely, I up as high as Barne Elmes, and there took one turn alone, and then back to Putney Church, where I saw the girls of the schools, few of which pretty."

On this occasion Pepys is in a devout mood. He goes into Putney Church :

"Here was a good sermon and much company, but I sleepy, and a little out of order, for my hat falling down through a hole underneath the pulpit, which, however, after sermon, by a sticke and the helpe of the clerke, I got up again."

Another time :

"I walked the length of the Elmes, and with great pleasure saw some gallant ladies and people come with their bottles, and baskets and chairs, to sup under the trees by the water side, which was mighty pleasant."

Occasionally he took Mrs. Pepys with him on these excursions, though he more often went alone :

"*July 21, 1667.*—I and my wife and Mercer up by water to Barne Elmes, where we walked by moonshine, and called at Lambeth and drank and had cold meat in the boat, and

did eat and sang, and down home by almost twelve at night, very fine and pleasant, only could not sing ordinary songs with the freedom that otherwise I would."

Was this on account of the restraining influence of Mrs. Pepys? We are not told.

Evelyn, who at first lived at Deptford, used the river as a means of conveyance frequently :

"*January* 19, 1649.—I returned home, passing an extraordinary danger of being drowned by our wherries falling foul in the night on another vessel then at anchor, shooting the bridge at three-quarters ebb."

This was, of course, old London Bridge, covered with houses and with projecting buttresses, through which the water ran swiftly (see p. 14).

The river was the safest, the most ordinary means of conveyance, even for long distances. In days when robbers and footpads infested the roads leading out of London; when even the streets in what are now the principal parts were mere rough tracks mended by having logs thrown into the holes; when conveyances were dear and costly and badly hung, so that the occupants suffered from the jolting to an excessive degree—when all these things combined to render a journey by land, even for a short distance, painful and irksome, what could be a more delightful contrast than the smooth and easy gliding down with the stream or up with the tide over the limpid water of the Thames? Evelyn tells us of a gay pageant on the occasion of Catherine of

Braganza's, the consort of Charles II., coming to London from Hampton :

" *August 23, 1662.*—I was spectator of the most magnificent triumph that ever floated on the Thames, considering the innumerable boats and vessels, dressed and adorned with all imaginable pomp, but above all the thrones, arches, and pageants, and other representations, stately barges of the Lord Mayor and Companies, with various inventions, music and peals of ordnance, both from the vessels and the shore, going to meet and conduct the new Queen from Hampton Court to Whitehall at the first time of her coming to town. . . . His Majesty and the Queen came in an antique-shaped open boat covered with a state or canopy of cloth of gold, made in form of a cupola, supported with high Corinthian pillars, wreathed with flowers, festoons and garlands."

If we, like those in bygone times, take a trip down our glorious river, we shall see no pageants, no gorgeous barges, no decorated boats, none of the wherries that made the waterway so crowded ; but if we have imagination we can reconstruct some part of that vanished past.

In the time of Pepys and Evelyn the houses in the Mall at Hammersmith were already built, though Hammersmith formed no part of London, but was an outlying village. One of these was not considered too mean for the habitation of Catherine of Braganza when she was left a widow ; here she spent her time in playing cards and going to concerts (*see "Hammersmith," this series*).

Below Hammersmith Bridge, considerably further southward, was Brandenburg House, where Caroline, the unhappy wife of George IV., retired

when her husband disowned her. While still Regent he had brought disgraceful charges against her, renewed again and again with all the pertinacity of his family.

After he became King, a Bill to deprive her of all rights and privileges was brought in. The people of England, who had by this time learned something of the domestic ways of the Hanoverian Kings, did all in their power to show their sympathy with the poor ill-used Queen and wife. Brandenburg House was again and again surrounded with a shouting, enthusiastic mob, who declared with lungs and limbs their conviction of the Queen's innocence. The Bill was abandoned, but yet her husband pursued his animosity against her to such a pitch that the unhappy woman died of a broken heart.

From here we pass on to Fulham Palace, with the red gable-ends of Laud's wing peeping over the trees. Between the river and the palace are gardens, laid out with flower-beds. These are free to His Majesty King People.

From Fulham many a Bishop has "taken water" at his stairs, and swept downstream in his barge to oppose his Sovereign on matters of ecclesiastical moment, and thereby to earn for himself in savager days prison and dishonour; or perhaps to carry out his Sovereign's policy and win a precarious royal favour, and not always

thereby to avoid also the dishonour and condemnation eventually.

In the days of Charles II. we find Bishop Compton forbidden to exercise his episcopal functions on account of his pronounced opposition to Roman Catholicism, and solacing himself by laying out the gardens that are now the glory of the palace.

From Putney Bridge starts the University Boat-race year by year, while bridge and shores are lined with hundreds of eager spectators. There is a steamboat pier above the bridge, and another below (*see "Hammersmith," this series*).

Between this and Wandsworth Bridge there is nothing interesting; the lawns of Hurlingham are hidden by a green bank. Up and beyond Battersea Bridge the same barrenness continues until we pass Chelsea Creek. At the bend beyond the creek there is a little bay, and at the back of the bay a small house to which Turner came incognito when tired of the routine of his recognised life. Here, he overlooked that great stretch, the widest of all above London Bridge, two miles in length, and saw the sunsets of carmine and amber redoubled in the water.

Lindsey House, the oldest remaining in Chelsea, now divided into five parts, but still recognisable at a little distance as one house, stands near this bay (*see "Chelsea," this series*).

Chelsea as it was and is—the difference is vast!

No high embankment, but a shingly beach, gardens reaching down toward the water, many stairs, and boats ready for a momentary emergency. That stately house standing back near where Beaufort Street now is belonged to Sir Thomas More in the days of his power, when the favour of Henry's countenance had raised him to opulence. No garden in all that galaxy so fair as this, no man in the stately houses beyond who appreciated more the return to his fair domain in the cool of the evening than Sir Thomas. All day long he hears cases in a crowded court, in the evening he sweeps back up the water enjoying the refreshing breeze, and in the after-time he walks on his smooth, green lawns with his arm around the neck of his daughter Meg. Hark! a shout! The King comes! And the royal barge, resplendent in glowing colour, and propelled by arms of trained muscle, draws up at the stairs, and the monarch himself, cheery, gay, seemingly the least dangerous of any monarch that ever sat upon the English throne, springs ashore with a word of greeting. Yet not many days after Sir Thomas's barge takes him down to Lambeth, and thence to the Tower, to return no more. Up and down they go, these barges carrying many a man to Court at Whitehall or Westminster, and thence still further down to the dread Tower—which things are an allegory.

Hardly a couple of stones' throw from More's house had sprung up in the days of this same Henry a magnificent mansion, built around three sides of a courtyard. It belonged to the Earl of Shrewsbury, who married for his second wife a lady who had already had three husbands, and was destined to outlive the fourth by seventeen years of widowhood—a record fate, it would seem. She, Bess of Hardwick, married first at fourteen, and, widowed two years later, was the founder of the three magnificent domains—Oldcotes, Hardwick, and Chatsworth. To her husband's keeping while at Chelsea was entrusted the captive Mary Queen of Scots, to whom, in Elizabeth's view, he was too kind. Yet even with such "kindness," that gray river flowing, ever flowing, past the windows of her gilded prison-house must have seemed desolate to the French nurtured butterfly, and when the time came she, too, went down the water to prison and to death. It was at Chelsea that Elizabeth herself, as Princess, spent some years of girlhood in charge of Sir Thomas Seymour, Lord High Admiral, who, if report speaks true, overstepped the limits of familiarity his guardianship should have held him in.

From the present gardens, a mere strip of green between these houses and river, a bronze statue of Carlyle looks out broodingly (*see "Chelsea"*).

Chelsea was, and has always been, aristocratic.

In a map of 1810 we see the names of the Earls of Ranelagh, Orford, Carbery, of Lady Radnor, Lord Wharton, and the Earl of Lindsey. The Earl of Ranelagh, however, had been some time dead at this date, and his grounds had been turned into the gay gardens of Ranelagh, a rendezvous for dancing, flirtation, and intrigue. These gardens, and those belonging to the Royal Hospital, then ran right down to the river, with no roadway between.

Opposite to Chelsea is Battersea Park, a paradise for children. Chelsea has three steamboat piers, one near each of the bridges, and Battersea has one; but these piers, alas ! are deserted and useless now.

The next strip, dreary with waterworks and railways, and such ugly accompaniments to civilization, may be hurried over. Neither for past nor present has it any claim upon our notice.

Vauxhall Bridge is being rebuilt, and a temporary bridge eastward supplies its place. This crosses opposite to the National Gallery of British Art, on the site of the huge Milbank Penitentiary, a prison considered a marvel in its time, and termed the English Bastille. Hear what was said of it :

“The dark cells, twenty steps below the ground-floor, are small, ill-ventilated, and doubly barred ; and no glimpse of day ever enters this fearful place, where the offender is locked up for three days, fed upon bread and water, and has only a board to sleep upon.”

Horseferry Road runs down to Lambeth Bridge. It was at Westminster that the river was fordable in early days. Remember that at first there was no bridge at all across the water, no bridge at London, no means of getting across except by boat or on foot, and then the importance of the ford at Westminster will be realized. The pilgrims, the traders, the travellers—all came down by the great northern road we now call Edgware Road; they followed roughly the line of the present Park Lane; then they plunged into the morasses surrounding Thorney Island. Brave men these, animated by one fixed idea, to get their work or their mission done at all costs! They had crossed many perilous places in their long journey already made: what mattered one place more? After extricating themselves from Thorney, there was still the river to negotiate; and they had to wait there until the tide was favourable. There were inns on the bank at a later time—so much we know—and probably some inn accommodation even in those very early days. What place more likely to be profitable for an inn than here, where these wet and weary men must wait? When at length the pilgrim or the trader did plunge into the water, it was in no case low, say as high as his shoulders, with a current that might sweep him down.

Later on, when London Bridge was built, the

pilgrims and the packmen who feared a wetting went that way, but there were still many who came straight down to Westminster. A bridge was convenient, no doubt, but to the traveller of the fourth century it must have seemed a luxury of degenerate days ; he was accustomed to a ford.

Then later still came the Horse Ferry, granted by patent to the Archbishop of Canterbury ; even a coach and six horses could be taken across by the ferry, which lasted until 1750, when the bridge at Westminster was built. No other horse ferry was allowed at London, and His Grace the Archbishop must have drawn a princely revenue from this source alone ; when the ferry was suppressed compensation was granted to the see. It was by this ferry that King James made his hurried exit from a capital that would have none of him. The Queen went first, followed two nights later by the King.

“Attended by Sir Edward Hales, who was waiting for him, he descended the backstairs, and, crossing the Privy Gardens as the Queen had done before him two nights before, proceeded to the Horse Ferry, and crossed the Thames in a little boat with a single pair of oars to Vauxhall. He threw the Great Seal into the river by the way ; but it was afterwards recovered in a net cast at random by some fishermen ” (Walcott).

It was then December, and the cold wintry night gave a cold wintry farewell to the least loved of all the English Sovereigns.

Lambeth Palace is described in another place,

but the memories of some of the great occupants are wafted to us as we pass.

Cranmer, Laud, and Juxon—we see here the Church in highest dignity, the spiritual *lordship* emphasized; yet Lambeth no more than Fulham has always been a tower of strength to him who occupied it. More than one Archbishop suffered the utmost indignity in a death by beheading; the fate of Laud is well known; we read also of Archbishop Sudbury, who was seized by Wat Tyler's mob and beheaded on Tower Hill.

In the prison chamber within the Lollards' Tower deep incisions upon the walls show that prisoners have languished for so-called religious crimes under the very roof of the Spiritual Head of the English Church. In our more tolerant times such things in themselves seem crimes, the spiritual lordship is no longer emphasized, the chief characteristic of Lambeth is a lack of ostentation: we live in simpler days than of yore.

Evelyn many times visited the Archbishop in his palace; he was a witness of the downfall of Sancroft and the uprising of Tillotson.

The buildings of St Thomas's Hospital, uniform and square, are on the same side as Lambeth, and look like nothing less than a hospital. Opposite rise the high towers of the Houses of Parliament (*see Westminster, this series*).

The ground whereon the Houses stand is classic,

and the great hall of Rufus witnesses to the mighty palace—"The King's House"—a congeries of buildings that housed our royal line up to the time of Henry VIII. In this also an allegory may be read: where the King's palace stood, King People's voice is heard through his representatives.

On October 16, 1834, an alarm of fire was given, but too late for any prevention, though there was no lack of water. The flames rose and raged unchecked, a mighty spectacle, reflected a hundredfold in the rippling surface of the river. Of all the buildings then standing, Rufus's Hall and the crypt of St. Stephen's Chapel alone remained, and standing they are still, though Sir Charles Barry's much-discussed houses rise above and beside them high and straight from the water's edge.

From Westminster to the Tower or the Fleet Prison how many have come and gone!—come up against the current full of hope, returned with no hope. Sir Thomas More was brought thus far, and came out of Westminster with the blade of the axe turned toward him, to enter his barge and drop down to his prison and death. The ghosts are endless. Many of those whose names are identified with the Tower were brought up to be tried at Westminster, and mostly by water; the Strand was miry and difficult. This strip of

water has seen more sorrow than any other in the river. Those whose eyes were "glad because of the light" have come up to Westminster, but in going down the sunlight has darkened, the shores have seemed gloomy, and the last bit of landscape they were ever to look upon has lost all beauty. Among them were numbered Sir Walter Raleigh, in whose case the usual process was reversed, he being brought to Westminster, there to be beheaded; Protector Somerset; Guy Fawkes; the Earl of Strafford; Algernon Sidney; the Earl of Derwentwater; Lords Kilmarnock, Balmerino, and Lovat—names familiar to every child.

But we can hardly realize how the riverside looked in olden times: it has changed, and changed, and changed. Most interesting of all, perhaps, was the time when the great Palace of Whitehall, the palace which Henry VIII. took from the See of York, stood adjoining the river, on ground now covered by many buildings, among which the walls of Scotland Yard rise conspicuously. Quadrangles and courts, gardens and walls, a medley indescribable was that palace, reaching right down to the water with the Privy Stairs. On one side, the south, was the smooth bowling-green. All along between Whitehall and the river were buildings of all sizes, shapes, and heights. A print by Hollar shows us an untidy-looking bit of foreshore

between the buildings and the water. Evelyn notes on April 10, 1691 :

“This night a sudden and terrible fire burnt down all the buildings over the stone gallery at Whitehall to the waterside, beginning at the apartments of the late Duchess of Portsmouth, which had been pulled down and rebuilt no less than three times to please her.”

After Whitehall came Northumberland House (*see The Strand, this series*), stretching over the ground now occupied by Northumberland Avenue.

The south side of the river meantime boasts nothing but wharves, tall chimneys, dull warehouses, an unsightly and uninteresting medley, which lasts from here right on to Blackfriars. About the south side we need say nothing.

Against the bridge—Charing Cross Bridge, a hideous structure, with columns suggesting an attack of elephantiasis—on this the upper side, are the works connected with the tunnelling operations for the new Baker Street and Waterloo Electric Railway, which is promised about two years hence. On the river itself here and elsewhere are barges, different altogether from those other barges of a former time, objects utilitarian, yet not without some colour and movement to add to the scene. In former days the nobles used barges ; in our times they are the homes of the very poor, a race apart. There are barges with short red-brown sails going slowly down with the flow, and yielding to a tendency to turn broadside to the current,

which is combated with difficulty by the bargee. There are barges in strings drawn by lead-coloured, puffing steam-tugs, with their green sides barely above the water, laden with black coal or clean, sweet-smelling piles of wood or hay, having touches of colour in the yellow hay and in the red-brown sails that a Londoner knows, and would miss.

Between Charing Cross and Waterloo Bridges there is but a short distance. On the water's edge rises Cleopatra's Needle, safe at length after its many vicissitudes, including a sojourn in the mud under water. The wall of the Embankment hides from us the famous old watergate formerly belonging to York House, one of the palaces that lined the Strand. The water, then unrestrained, flowed right up to this, over the ground now used as a public garden, decorated with a bandstand and seats. The Adelphi is not very noticeable from this side, yet the idea of a range of terraced building which should overlook the water, as the palace of Diocletian overlooked the Bay of Spalatro, was not wanting in grandeur. At the time that the Bill for the Embankment was proposed, it met with violent opposition from the Lord Mayor as Conservator of the river. He considered that if the water were withdrawn from the land so much was withdrawn from his jurisdiction, in which view he was undoubtedly right, though whether such

withdrawal were a loss or gain is quite another question. The Bill passed ; the Adelphi was built on part of the reclaimed land by the brothers Adam, and this gave rise to the verse :

“ ‘ Four Scotchmen by the name of Adam,
Who keep their coaches and their madam,’
Quoth John in sulky mood to Thomas,
‘ Have stole our very river from us.’ ”

On the Adelphi site was once the town-house of the Prince-Bishops of Durham, exchanged by the Bishops with the Crown in 1535, from which time it was frequented by royalty. Here Sir Walter Raleigh lived for a time. The towering Cecil Hotel stands on the site of Salisbury House, built in the time of James I. A print of the date 1630 shows us this part of the river-bank. Durham House, a veritable fortress, with narrow windows and battlemented parapet, is right on the water's edge. Salisbury House, with four corner towers resembling those of the White Tower, stands back, further back than Worcester House, its next neighbour, a dull, neat building. Between these two and the water are thick trees, probably the artist's addition, and a high wall, with doorways to the water-stairs.

Next came the precinct of Savoy. This palace, prison, hospital, requires a volume ; justice cannot be done to it here. A mighty pile, standing

where now the Savoy Hotel stands, was held by John of Gaunt, ancestor of our present line of Kings, in such royal splendour that it became a synonym for wealth and luxury. It aroused the passions of the mob ; those who were starving cried out against the costly furniture, the priceless wines, the delicacies of the table, here used in prodigality, and when Wat Tyler rose they needed no second bidding, but sacked the palace and set it on fire. The plate and furniture were thrown into the Thames, so conveniently near for this form of robbery. The Savoy was reduced to ruins. Later it was rebuilt as a hospital, and some part of the hospital became a prison.

Beyond Waterloo Bridge we may admire the sweep of the river, which seems designed to set off to the utmost advantage the views both backward and forward.

Behind rise the towers of Westminster, in front the dome of St. Paul's. The curving line of the Embankment, fringed with the delicate green of the young planes, is in itself beautiful, and when to it are added the outlines of the towering buildings standing back from the water, and softened by distance, there is a scene to be remembered. The long, severe frontage of Somerset House and King's College combined are close beyond the bridge. This, of course, is not the same as that

Somerset Palace built for the proud Protector whose last journey we have already followed, and where subsequently Queen Henrietta Maria and her French Court found a refuge ; yet it is a goodly building about 120 years old.

Beyond Somerset House was Arundel House, one of the finest of all the old houses. Would that this one only could have been preserved until our day ! But no, the great houses are all gone ; further on we shall find the gabled warehouses gone also ; but there is still something to remind, something to suggest : there remains a grandeur that belongs to a river which owns, so to speak, so great a city.

After Arundel was Essex House, where the foolish Earl defied Queen Elizabeth, even to the extent of a siege. Then comes the Temple, with its centuries of history. Its gardens in summer almost hide the older buildings.

So far on the north side of the river we have been going over trodden ground, ground already treated in detail in this series under the headings already enumerated ; but after the Temple we leave these works behind. We are now in the Liberties of the City, always remembering that while upon the water we are strictly subject to the jurisdiction of the Lord Mayor, and in speaking of the Liberties of the City the land northward of the river is alone referred to.

On the south side of Fleet Street many Roman remains have been discovered. In Strand Lane, passed already, there is a very perfect Roman bath. It is evident from this and other testimony that in the time of the Romans this part of the river-bank was studded with the villas of wealthy Romans. Between the Temple and Blackfriars Bridge were many places interesting to the archæologist, the student of manners, but hardly perhaps so inviting to the mere curiosity-seeker. The Fleet Prison has been already dealt with fully in the volume on *London in the Eighteenth Century*. No more extraordinary story exists than that of the Fleet Prison; it was a monument of shameless greed, of wantonness, of vice, and misery. The unfortunate debtor who was flung into that Bedlam had to pay, pay, pay, until the debt for which he had been originally incarcerated amounted to a millstone from which he could never escape. The whole principle was absurd; there was no provision at all for a man to live. If he had nothing, he lived on his small share of the common charity, on what he could earn by a trade; in any case, he could be no better off when he went out, and was probably a great deal worse in morals as well as in pocket.

The wall of the city originally crossed Ludgate Hill at the gate, and ran down nearly in a straight line to the river. The Castle or Tower of Mont-

fichet was in the middle of this piece of wall, and Baynard's Castle was at the south end of it. The Tower of Montfichet passed into the Fitzwalter family, who also owned the soc beside it. Now, when the first enmity broke out between John and Fitzwalter, all the castles and houses of the latter were dismantled and destroyed by the King's command. In 1276 the Dominicans begged permission to occupy a piece of ground lying between the wall and the river Fleet. Lord Fitzwalter gave the friars the site of Castle Baynard and of Montfichet. They also obtained permission to pull down the town wall at this place, and to rebuild it farther west, so as to include their ground. Here the Black Friars settled and built great buildings, and claimed the right of sanctuary. Westward of the Black Friars was the house of the Carmelites, called the White Friars. They claimed right of sanctuary also, a right which descended to a haunt of rogues called Alsatia, an account of which may be read in "The Fortunes of Nigel."

"The ancient sanctuary at Whitefriars lay considerably lower than the elevated terraces and gardens of the Temple, and was therefore generally involved in the fogs and damps of the Thames. The brick buildings by which it was occupied crowded closely on each other. . . . The wailing of children, the scolding of their mothers, the miserable exhibition of ragged linens hung from the windows to dry, spoke the wants and distresses of the wretched inhabitants; while the sounds of complaint were mocked and overwhelmed in the riotous shouts, oaths, profane songs, and boisterous

laughter that issued from the alehouses and taverns, which, as the signs indicated, were equal in number to all the other houses."

Where is now Bridge Street was formerly the Fleet River, and on its western bank was Bridewell Palace, a palace where the Norman Kings held Court.

The old palace, burnt down in the Great Fire, was built round two courtyards; in its later days rebuilt, it followed the frequent fate of such ancient monuments, and became partly a "hospital" for poor boys, partly a prison for vagrants and other unwanted persons. It was also a hospital for lunatics, and was put under the same management as Bethlehem in 1557. Bridewell is also fully described in *London in the Eighteenth Century*. The part of London bounded north and south by Fleet Street and the River, east and west by New Bridge Street and the Temple, is now almost entirely occupied by mammoth printing-offices; yet on the Embankment are one or two buildings of note: Sion College, opened here in 1886 to supersede the old building on London Wall; the Guildhall School of Music; the City of London School for Girls (all modern).

After Blackfriars Bridge, running behind the line of wharves and warehouses, begins Thames Street, Upper and Lower, once one of the principal thoroughfares in London, a London that

knew nothing of what is now called the "West End." It is now a noisy street "pestered" with drays and vans, with cranes, and their accompaniments, so that to walk therein in work-hours is a perilous proceeding.

Yet this ancient street, Thames Street, is, not even excepting West Chepe, the most interesting and the most venerable of all the streets of London. It is the seat of the export and the import trade. From Thames Street the city sent abroad the products of the country—the iron, the wool, the skins and hides; from Thames Street the city distributed the imports to the various parts of the country.

Off the wharves of Thames Street lay the shops of all the nations of Western Europe. In the narrow lanes leading down to the stairs between the quays lived the seafaring folk and those who worked for them, and those who worked for the merchants.

London at one time was roughly divided into belts of population. The first belt is that of the Service. It consists of the foreshore between Thames Street and the river, with the lanes and houses upon it. The second is that of the Merchants, between Thames Street and the Markets of West and East Chepe. The third is that of the Markets. The fourth that of the Industries between the Markets and the Wall.

As to the first : The Wall of London, when it was first erected, was carried along the river from the south-west angle to the Walbrook. Beyond the Walbrook the south wall of the Roman fortress formed a river-wall, which was continued as far as the south-east angle.

Beyond that stream the south wall of the Roman fort was allowed to remain as the river-side wall of the city, when all the rest of the Roman buildings, temples, public edifices, tombs, and villas were ruthlessly pulled down to build the wall towards the end of the fourth century.

Now, the wall between the south-west angle and the Walbrook ran along the middle of Thames Street. At the time of its construction there were, therefore, no buildings between the wall and the river. It was built about the middle of the bank, which sloped to the river below, with a narrow stretch of mud at low tide ; and above it rose on the hill which still exists, to the higher ground on which the city stood. The breadth of the foreshore varied, but, of course, it was not very great. The first break in the wall was that which allowed for the waters of the Walbrook. Here there was the first port—the Roman port. It may have been the only port, unless, in their haste to complete the wall, which was undoubtedly built under the pressure of panic, the builders deliberately excluded other ports. In that case

there may have been many, for nothing was easier than to make a small port, such as the two which still remain of Billingsgate and Queenhithe. A small square space was dug in the mud and shingle of the foreshore. It was maintained by piles placed close together along the three sides of the square, leaving the fourth side open for the ships. Other piles furnished support for wharves and quays.

It is therefore quite possible that there may have been other such ports. Puddle Dock may have been one. In the absence of any evidence which might lead one even to form a conjecture, we may believe that Queenhithe, originally Edred's hithe, was of later, or Saxon, construction; while Billingsgate, close to London Bridge and Bridge Gate, was, probably, still earlier.

What happened, therefore, was this: On the increase of trade, when London was again settled in the sixth century, wharves and quays began to be pushed out on piles upon the foreshore of Billingsgate and Walbrook, or afterwards at other places, when a break in the wall allowed access to the City. When Queenhithe was constructed as an additional port, another break was needed in the wall, and wharves and quays were built along this part of the foreshore as well. The erection of the wharf on piles was speedily followed by the erection of tenements for the people between the

wharf and the wall on the bank. The wharf extended laterally; the houses grew up laterally with the wharf; the wharf was pushed out further upon the mud of the low-tide; the wall was broken into here and there at intervals, continually growing less in length. These breaks are marked, possibly, by the ancient stairs, such as those of Paul's Wharf and Trig Stairs.

In a word, the whole of the first belt, that of the Service, is later than the Roman wall. It belongs, therefore, to the Saxon period, and in great part, perhaps, to the early Norman times. It seems likely that, if the riverside wall had been pierced or broken in parts, the Danish and Norwegian besiegers would have attacked the city at those vulnerable points. A narrow stream, such as Walbrook, with wharves on either side, could be easily defended by chains drawn across; but a dozen places where the wall was broken, and there was nothing to defend it except wooden wharves and wooden huts, would have been difficult to defend.

Thames Street in later times, when the wall had disappeared, became the most crowded, the most busy, part of the city. Its south side was wholly occupied by wharves, warehouses, and the dwellings of the working people, the service of the port. On the north side and in the streets rising up the hill were the houses of the mer-

chants and the better class—the second belt of the city. Here stood the town-houses of the nobles among the equally stately houses of the merchants. Here Kings were entertained by the Mayors and Aldermen. The great number of churches shows not only the crowded condition of this part, but also the wealth of the merchants by whom the churches were founded, rebuilt, adorned, and endowed.

The breadth of the foreshore as at present built upon varies from 150 feet at its narrowest, which is at the western end, to 450 feet at its broadest, which is on either side of the Walbrook. The modern breadth, however, must not be taken to represent the breadth in the twelfth century. The excavations for London Bridge in 1831 disclosed three distinct lines of piles, representing three several occasions when the foreshore was built upon. And the oldest plan of London, called after one Agas, clearly represents the erection by the riverside built upon piles. There are no churches on this belt of reclaimed land. As it was gradually added to the city, so it was gradually added to the riverside parishes. Four churches are built on the south side of Thames Street, viz., All Hallows the Great, All Hallows the Less, St. Botolph, and St. Magnus. The dedication of the last two proclaims their late origin. The last, for instance, must belong to the late eleventh or the

twelfth century. The very small size to which the parishes would be reduced if we took away the reclaimed foreshore seems to indicate that much was reclaimed before the Norman Conquest. The dedication of the churches along Thames Street—St. Peter, St. James, St. Michael, St. Mary, St. Andrew—has been supposed to indicate the site of Roman churches. Perhaps the parish boundaries may have been adjusted from time to time.

“Roomland” was the name given to the quays and the adjacent plots of land of Queenhithe, Dowgate, Billingsgate, etc., whereon goods might be discharged out of vessels arriving there.

In 1311 and in 1349 we find mention of houses built upon “la Romeland” by St. Michael, Queenhithe. In 1338, and again in 1349, we read of a tenement near the King’s garden upon *le Rome-londe*, near the Tower. In 1339 we learn that there was a Roomland in the parish of All Hallows, Barking. After 1374 we find no more mention of any Roomland. Perhaps the limits of the quays were by this time contracted and defined ; perhaps the foreshore had been enlarged and the “land” behind had been built upon.

Thames Street was the Exchange, the place of meeting for the merchants. One supposes, however, that the lesser sort transacted business at

the taverns. Here walked in great dignity Aylwin of London Stone, the first Mayor ; Whittington, Philpott, Rokesley, and the Becketts, Faringdons, Walworths, Sevenokes, and all the great men of the city, each in his generation, not only building up their own fortunes, but fighting against disorder and crime in their wards, and against encroachments from the Sovereign.

The Fire swept through the street, raging among the stores of the warehouses, laying low churches, destroying monuments, and burning up old memories and associations.

The warehouses were at once rebuilt, but, according to Malcolm (1803), many of the buildings had in his time become ruinous or decayed. There is very little left of the building immediately after the Fire : hardly a single warehouse, and on the north side only one or two of the mansions built by the merchants. The two ports, Billingsgate and Queenhithe, still remain, though the trade of the city is no longer carried on upon the quays. The Custom House still stands very nearly on its old site ; the bridge has been moved further west ; there are other city bridges—Blackfriars and Southwark ; one can still walk down lanes as narrow as when they were first reclaimed from the foreshore ; and there are still one or two of these narrow lanes where, as of old, the people of the Service still live.

The following is a list of the signs in Thames Street :

“ ‘The White Bare’ inn ; ‘The White Lion’ inn near London Bridge ; ‘The White Lion’ inn at the White Lion Wharf ; ‘The Blew Ancor’ inn ; ‘The Old Swan’ inn ; ‘The Bull Head’ inn ; ‘The Naggs Head Tavern’ inn ; ‘The Princes Arms’ inn ; ‘The Fling Hors’ inn ; ‘The Lion and Key’ inn ; ‘The Black Bell’ inn ; ‘The Woodmongers Arms’ inn ; ‘The Crose Bulets’ inn ; ‘The Suggar Lofe’ inn ; ‘The Lobster’ inn ; ‘The Bear and Ragged Staff’ inn ; ‘The Two Fighting Cocks’ inn ; ‘The Blue Boar and Three Horse Shoes’ inn ; ‘The Horse Shoe’ inn ; ‘The Royal Arms on Shield’ inn ; ‘The Cross against Barkin Church’ inn.”

Thames Street itself is the subject of a great many references in the Calendar of Wills dated from 1275 to 1688. The earliest is in 1275, after which they occur repeatedly. In 1280 a tenement is mentioned as that of Ernald Thedmar ; in 1282 Henry de Coventre bequeathed to his wife his mansion in the Vintry from Thames Street to the waterside.

So far we have spoken of Thames Street and the riverside generally ; let us now take it in detail.

Paddle Dock was called Waingate in Stow’s time ; it was possibly an artificial port constructed

like Queenhithe, in the mud of the foreshore. Beside the dock, in the sixteenth century, was a brewery, the first of the many riverside breweries.

Baynard's Castle has already been mentioned. There was no house in the city more interesting than this. Its history extends from the Norman Conquest to the Great Fire—exactly 600 years; and during the whole of this long period it was a great palace. First it was built by one Baynard, a follower of William. It was forfeited in A.D. 1111, and given to Robert Fitzwalter, son of Richard, Earl of Clare, in whose family the office of Castellan and Standard-bearer to the City of London became hereditary. His descendant, Robert, in revenge for private injuries, took part with the Barons against King John, for which the King ordered Baynard's Castle to be destroyed. Fitzwalter, however, becoming reconciled to the King, was permitted to rebuild his house. It was again destroyed, this time by fire, in 1428. It was rebuilt by Humphrey, Duke of Gloucester, on whose attainder it reverted to the Crown. During one of these rebuildings it was somewhat shifted in position. Richard, Duke of York, next had it, and lived here with his following of 400 gentlemen and men at arms. It was in the hall of Baynard's Castle that Edward IV. assumed the title of King, and summoned the Bishops, Peers, and Judges to meet him in Council. Edward gave

the house to his mother, and placed in it for safety his wife and children before going out to fight the Battle of Barnet. Here Buckingham offered the crown to Richard.

“Alas! why would you heap those cares on me?
I am unfit for state and majesty;
I do beseech you, take it not amiss—
I cannot, nor I will not, yield to you.”

Henry VIII. lived in this palace, which he almost entirely rebuilt. Prince Henry, after his marriage with Catherine of Aragon, was conducted in great state up the river, from Baynard's Castle to Westminster, the Mayor and commonalty of the city following in their barges. In the time of Edward VI., the Earl of Pembroke, whose wife was sister to Queen Catherine Parr, held great state in this house. Here he proclaimed Queen Mary. When Mary's first Parliament was held, he proceeded to Baynard's Castle, followed by “2,000 horsemen in velvet coats, with their laces of gold and gold chains, besides sixty gentlemen in blue coats with his badge of the green dragon.” This powerful noble lived to entertain Queen Elizabeth at Baynard's Castle with a banquet, followed by fireworks. The last appearance of the place in history is when Charles II. took supper there just before the Fire swept over it and destroyed it.

Baynard's Castle is mentioned repeatedly in ancient documents. During a lawsuit heard

before the Justices Itinerant at the Tower of London (14 Edward II.) a charter of Henry I. was produced granting permission to the Bishop of London to make a wall over part of the ditch of Baynard's Castle, and referring back to the possession of the castle by Eustace, Earl of Boulogne, in 1106. In 1307 there were mills "without" Castle Baynard, which were removed as a nuisance. The Brethren of the Papey had a tenement adjoining Baynard's Castle.

In 1276 Gregory Rockley, Mayor, gave the Archbishop of Canterbury two lanes or ways next the street of Baynard's Castle. In 1423 a great fire destroyed a part of the castle. In 1501 Henry VII. rebuilt the place or restored it. In 1463 Cicely, Duchess of York, wrote from "our place at Baynard's Castle." In 1551 the castle was in the hands of Lord Pembroke, whose wife, Anne Parr, sister of Queen Catherine Parr, died there, February 28, 1552, and was buried in St. Paul's Cathedral.

The house, as it stood a little before the fire, was a striking and picturesque palace. The river-front was broken by three towers of unequal height and breadth; the spaces between these were broken by tourelles containing the windows; a gateway with a porticullis opened upon the river with a broad stone "bridge" or pier and stairs. Within it contained two courts.

After the Fire the site of Baynard's Castle lay for a long time neglected. Ogilby's map shows an area not built upon, approached by a lane from Thames Street, called Dunghill Lane. At the river-edge is a small circle denoting a tower. Strype says that it was all burned down except a little tower. Strype also says that the site was converted into "Buildings and Wharves," but his map shows neither.

Near Baynard's Castle, but not marked on the maps, was a place called Butchers' Bridge, where the offal and blood of the beasts killed in the shambles, Newgate, were thrown into the river. It was ordered (43 Edward III.) that the bridge, a pier or jetty such as at New Palace Yard was called Westminster Bridge, should be taken away, and the offal should be carried out of the city.

Stow speaks of another tower on the west side of Baynard's Castle, built by Edward II. "The same place," he says, "was since called Legate's Inn, where be now divers wood wharves."

On the east side of the castle stood "a great messuage" belonging to the Abbey of Fécamp. During the wars Edward III. took it, and gave it to Sir Simon Burley, from whom it was called Burley House.

Next came another great house, called Scrope's Inn, "belonging to Scrope in the 31st of Henry VI."

Paul's Wharf, a "common stair," was very ancient, and may very well mark the site of an early break in the wall. In 1354 Gilbert de Bruen, Dean of St. Paul's, bequeaths his "tenements and wharf, commonly called 'Paule's Wharf,' to the Dean and Chapter of St. Paul's and their successors, so that they maintain a chantry in the Chapel of St. Katherine" (in the cathedral) "for the good of his soul and the souls of others."

In 1344 there was a dispute concerning the right of free access to the river by Paul's Wharf. The matter was referred to certain wardsmen. "They say that Paul's Wharf used to be common to the whole city for taking water there, but they say that Nicolas le Tailleur, 'heymonger,' tenant by rent service of Dominus William de Haghham, collects the quarterly payments of those who take water there against the custom of the city."

Paul's Wharf was also called the Wharf of the Dean and Chapter of St. Paul's.

Beyond Paul's Wharf was a great house, formerly—*i.e.*, in the fourteenth century—called Beaumont's Inn, but given by Edward IV. to Lord Hastings. In 1598 it was called Huntingdon House, as belonging to the Earls of Huntingdon.

Fish Wharf was near Queenhithe. In 1343 Thomas Pykeman, fishmonger, bequeathed to his wife the messuage wherein he lived, situate upon

"la Fisshewharfs," with shops, for life. In 1347 Simon de Turnham, fishmonger, ordered the sale of "his shops and solars" at "le Fisshewharfs in the parish of St. Mary Somerset." In 1374 the Fishwharfs is said to be in the parish of St. Magnus. Now, there are four parishes between St. Mary Somerset and St. Magnus. The latter "Fish Wharf" is probably "Fresh" Wharf in St. Magnus's parish. In 1291 Thomas Pikeman (father of the above-named [?]), Henry Poteman, and John Aleyn, fishmongers of Fishers' Wharf, pray that they may be allowed to go on selling fish, fresh or salted, in their houses on the above wharf by wholesale or retail, as their ancestors have been accustomed to do. The Fish Wharf of St. Magnus was also called the Fish Wharf at the Hole.

Boss Alley, now vanished, preserved the memory of a "boss" of water placed there by the executors of Whittington. Beside Boss Alley was a house once belonging to the Abbots of Chertsey in Surrey, as their inn when they came to town. It was afterwards known as Sandie House. "I think the Lord Sands has been lodged there."

Trig Lane follows, leading down to Trig Stairs :

"A pair of stairs they found, not big stairs,
Just such another pair as Trig Stairs."

Broken Wharf is mentioned so far back—*e.g.*, 1329 and 1349—that one suspects that the wall,

not the wharf, was at this place broken. In 1598 a stone house stood beside the wharf, with arched gates. It belonged in the forty-third year of Henry III. to Hugh de Bygod, in the eleventh of Edward III. to Thomas Brotherton, the King's brother, Earl of Norfolk, Marshal of England, and in the eleventh of Henry VI. to John Mowbray, Duke of Norfolk.

"Within the gate of this house (now belonging to the city of London) is lately—to wit, in the years 1594 and 1595—built one large house of great heith called an engine, made by Bevis Bulmar, gentleman, for the conveying and forcing of Thames water to serve in the middle and west parts of the city. The ancient great hall of this messuage is yet standing, and pertaining to a great brewhouse for beer" (Stow's "Survey," p. 135).

Timber Hithe crossed the narrow lanes parallel to Thames Street. It is now called High Timber Street. These lanes have changed their names; "Dunghill Lane," for instance, is now Gardeners' Lane.

Perhaps, of all the many points of interest in Thames Street, that open dock or harbour called Queenhithe is the most interesting. It originally, as we have seen, belonged to one Edred, a Saxon, but fell into the hands of King Stephen, as valuable property had a way of falling into Kings' hands in those early days. After being held by an intermediate possessor, William de Ypres, who gave it to a convent, it came again to the Crown, and was given by King John to his mother, the

Dowager Queen Eleanor. It was a valuable property by reason of the dues collected from the ships unloading here. King Henry VIII.

"commanded the constables of the Tower of London to arrest the ships of the Cinque Ports on the River of Thames, and to compel them to bring their corn to no other place, but to the Queen's Hithe only. In the eleventh of his reign he charged the said constable to distrain all fish offered to be sold in any place of this city, but at the Queen Hithe" (Stow).

In pursuance of this order the larger ships, as well as the smaller ones, were compelled to come up beyond London Bridge, and were admitted by a drawbridge. In 1463 the "slackness" of the drawbridge impeded their progress, and Queenhithe suffered accordingly. At Queenhithe were delivered goods varying in quantity and quality, but the two great trades were in fish: for the fish-market, the principal one—Billingsgate not being then a free and open port—was at Old Fish Market; and grain, in memory whereof we may still see the vane on the top of St. Michael's Church in the form of a ship made to contain exactly a bushel of corn. It was in Henry III.'s reign that the "farm" of Queenhithe was granted to the Lord Mayor and commonalty of the city to be held by them, but the profits were soon "sore diminished," partly by reason of the competition of Billingsgate.

The Vintry stood east of Queenhithe; it was a wharf on which

“the merchants of Bordeaux craned their wine out of lighters and other vessels, and then landed and made sale of them within forty days after, until the 28th of Edward I., at which time the said merchants complained that they could not sell their wines, paying poundage, neither hire houses nor cellars to lay them in.”

This was remedied by building storehouses with vaults and cellars for storage, where formerly had stood a row of cooks' shops.

On the Vintry wharf were three cranes standing. They gave the name to Three Cranes Lane. The house called the Vintry, built with stones and timber, was inhabited by John Gisors, Mayor and vintner; also by Henry Picard, Mayor and vintner, who gave a great feast to four Kings. The Vintners' Hall was given by Sir John Stodie, Mayor in 1357, to the Company, with the ground on which it still stands. At Three Cranes Stairs in 1552 the Duke of Somerset was landed on his way to the Tower. In 1554 Queen Mary landed here, when she paid a visit to the Guildhall and “showyd hare mynde unto the Mayor, aldermen, and the whole craftes of London in hare owne person.”

Dowgate Wharf or Dock is supposed to have gained its name from its steep descent to the river, as it was sometimes called Downgate, but this derivation sounds highly improbable. One of the most ancient ferries over the Thames was at Dowgate. On the east side of the dock

is Walbrook Wharf, showing the spot where the ancient stream, the Walbrook, reached the Thames.

Dowgate, the Steelyard, and Cold Harbour were all very near together. The Steelyard was so called from the beam of steel by which goods imported into London were weighed. It stood just where Cannon Street Station now is. It had a fine hall and courtyard, and was for 300 years held by the members of the Hanseatic League, a community of foreigners who enjoyed the monopoly of importing hemp, corn, wax, linen, and many other things, into England, to the great loss of our own traders.

Beyond the station is the City of London Brewery. The archway spanning the central entrance to this occupies the site of an earlier arch which once carried the choir and steeple of All Hallows the Less, and led to what Stow speaks of as "the great house called Cold Harbrough." Its site is now covered by the brewery. The name of the house is conjectured to be a corruption of the German words Colner Herberg (Cologne Inn), which passed into Coln Harbrough, Cole Harbrough, Cold Harbrough, and Cold Harbour. Cologne being one of the principal of the Hanse Towns, the proximity of the Steelyard makes this derivation appear likely. There are several Cold Harbours in England, none of them remarkable

for bleak situations, but most of them existing in places where commerce once greatly thrived. The house stood at the water's edge. It was a large building, with steps leading down to the river through an arched door. About the year 1600 it is represented with five gables facing the water, and rows of mullioned diamond-pane windows—a beautiful building. It had the right of sanctuary, though how or when gained is not known.

Until 1607 Cold Harbour had been outside the city jurisdiction, for it is one of the places added to the city's rule by the charter of James I. to the Mayor, commonalty, and citizens of London in that year. It must have been deserted by its original inhabitants, the Cologne merchants, before the reign of Edward II. It belonged to the Poultney family, and was for some time called Poultney's Inn.

“In the year 1397, the 21st Richard II., John Holland, Earl of Huntingdon, was lodged there, and Richard II., his brother, dined with him. It was then counted a right fair and stately house: but in the next year following Edmond, Earl of Cambridge, was there lodged, notwithstanding the said house still retained the name of Poultney's Inn in the reign of Henry VI., the 26th of his reign” (1448) (Stow).

In 1410 Henry IV. gave it to Henry, Prince of Wales, for life. Margaret, Countess of Richmond, mother of Henry VII., lodged here temporarily; in the reign of Henry VIII., the Bishop of Durham's house, already mentioned, “being taken into the King's hands,” Cuthbert Tunstall, Bishop of Dur-

ham, was lodged in "the Cold Harbrough." This Bishop of Durham remained here until 1553, when he was deposed from his bishopric and Cold Harbour was taken from him. It was granted by Edward VI., together with its appurtenances and six houses or tenements in the parish of St. Dunstan's-in-the-East, and certain lands in Yorkshire, to the Earl of Shrewsbury and his heirs. Edward VI. is said to have given it to the Earl at the instance of the Duke of Northumberland, "who practised to gain as many of the nobility as he could to his purpose." It then became known as Shrewsbury House. Francis, fifth Earl of Shrewsbury, died in 1560, and his son, the sixth Earl, the guardian for fifteen years of Mary, Queen of Scots, took it down, "and in place thereof built a great number of small tenements, now letten out for great rents to people of all sorts" (Stow). This Earl died in 1590. The tenements were destroyed in the Fire of 1666. No remains of the building exist unless Wren utilized some of the stones in rebuilding All Hallows the Great. Hubbard, writing in 1843, says that a foundation wall of the house and the ancient stairs still survived in his time.

At the end of Swan Lane is Old Swan Pier, a long wooden, vessel-shaped structure, approached by a bridge beneath which are the famous Old Swan Stairs. These now consist of stone steps,

followed by a flight of wooden ones, descending straight into the water. Stow calls them "a common stair on the Thames." In 1441, when the Duchess of Gloucester did penance at Christchurch-by-Aldgate, she landed here, and walked the rest of the way. When persons did not care to risk "shooting London Bridge," it was customary for them to land at these stairs, walk to the other side of the bridge, and then take to the water again. Pepys in his "Diary" (1661) mentions taking Mr. Salisbury to Whitehall: "But he could not by any means be moved to go through the bridge, and we were fain to go round by the Old Swan Pier"; and Boswell says that he and Johnson "landed at the Old Swan and walked to Billingsgate," where they took oars for Greenwich.

The race for Doggett's Coat and Badge, already referred to, is rowed between the Old Swan and the White Swan at Chelsea. Near these stairs was John Hardcastle's counting-house, where were first brought forth the Hibernian Society, the London Missionary Society, the British and Foreign Bible Society, and the Religious Tract Society.

At the end of Swan Lane (west side) is the entrance to the subway called Waterside. It passes beneath Tennants', Commercial, and Dyers' Hall Wharves, in front of Red Bull Wharf (the only place where it emerges into the open), and

ultimately runs under the City of London Brewery into All Hallows Lane. In Strype's 1754 map the whole of the riverside from Swan to All Hallows Lane is shown as a broad path (40 feet wide) open to the water, and called New Key, upon which debouch all the lanes leading from Thames Street to the shore. It was part of a design of Wren for improving the river-bank after the Great Fire. In a map of 1819 the "key," though mostly open, is shown to be a subway under a portion of the brewery. It is marked as a "Public Way." It has been gradually covered over by the extension of the brewery and the wharves, so that now what was once a riverside walk has become a subway, from which the water is nowhere visible, unless one of the wharf doors happens to be open.

For London Bridge see p. 14. The Fishmongers' Hall rises squarely beside it, and not far off is the Monument, with an absurd chevaux-de-frise of spikes rising from its golden ball, and representing flames, very much as they are represented in the contemporary illustrations of the Fire. St. Magnus's white steeple makes a good foreground.

Billingsgate is one of the ancient ports or harbours of the city. The others were Queenhithe, the mouth of the Walbrook, and perhaps Puddle Dock. Billingsgate, like Queenhithe, is an artificial port, constructed with great ease by

digging out the foreshore of mud and shingle, and protecting the square harbour thus formed by piles of timber, on which beams were laid to form a quay, and sheds were built up for the protection of the merchandise.

The port was close to the north end of the first bridge, so that goods landed here might be easily carried into the Roman fort, while the port itself was protected by the fort. After the desertion of London by the Romans, the occupation by the Saxons, and the revival of trade, Billingsgate remained the principal port, though a large share of the trade went to Queenhithe. The mouth of the Walbrook seems to have ceased very early in the history of London to be a port. Billingsgate robbed Queenhithe of its trade in spite of all injunctions of restraint.

The fish-market has long since overwhelmed every other kind of merchandise. The language and manners, the rough customs, and the drinking habits, of the Billingsgate fish-wives are proverbial. They have now, however, all vanished, and the market is as quiet and decorous as any other. A curious custom is noted by Cunningham. The porters who plied at Billingsgate used to invite the passengers to stop and salute a certain post. If one complied, and paid down sixpence, they gave him a name, and pretended to be his sponsors. If one refused, they laid hold of him

and bumped him against the post. The custom reminds one of the same bumping practised in walking the bounds of the parish ; it had probably the same origin, in keeping alive the memory of something by the infliction of pain. The custom remained, but the cause and reason had long been forgotten.

This end of Thames Street was called Petty Wales. Stow has an interesting note on this subject :

“Towards the east end thereof, namely, over against Galley key, Wool key, and the Custom House, there have been of old time some large buildings of stone, the ruins thereof do yet remain, but the first builders and owners of them are worn out of memory, wherefore the common people affirm Julius Cæsar to be the builder thereof, as also of the Tower itself. But thereof I have spoken already. Some are of another opinion, and that a more likely, that this great stone building was sometime the lodging appointed for the princes of Wales, when they repaired to this city, and that, therefore, the street in that part is called Petty Wales, which name remaineth there most commonly until this day, even as where the kings of Scotland were used to be lodged betwixt Charing Cross and White Hall, it is likewise called Scotland, and where the earls of Britons were lodged without Aldersgate, the street is called Britain Street, etc.

“The said building might of old time pertain to the princes of Wales, as is aforesaid, but is since turned to other use.”

The Custom House itself, with its magnificent frontage and fine quay, is the fifth built upon the same spot. The first was built in 1385. The second, third, and fourth were all destroyed by fire. No doubt the Custom officers could tell fine

tales of exciting adventure, of ruin or fortune, of clever evasions and despicable tricks ; but these things are secret. The House itself, with the ships, the busy wharfingers, the boatmen, and the general liveliness of the scene, are all that are apparent. Yet it requires little imagination to see the enormous importance of the business done in this solid building of Smirke's. A great source of our national income, a large part of the nation's wealth, comes from this house. Tons of goods—ranging from hemp, honey, leeches, tobacco, to manufactured goods, marble, sugar, and spirits—are daily surveyed by the Customs officers. Our total imports for 1901 were worth nearly £522,000,000.

Beyond the Custom House is Wool Wharf, then several small quays, of which one, Galley Quay, carries a history in its name. It was so called because the Venetian and Genoese galleys here discharged their cargoes. There is a tradition of some religious house having stood here also. Hear what Stow says :

“In this Lane of old time dwelt divers strangers, born of Genoa and those parts ; these were commonly called galley men, as men that came up in the galleys brought up wines and other merchandises, which they landed in Thames Street, at a place called Galley key ; they had a certain coin of silver amongst themselves, which were halfpence of Genoa, and were called Galley halfpence ; these halfpence were forbidden in the 13th of Henry IV., and again by parliament in the 4th of Henry V. And it was enacted that if any person bring into this realm Galley halfpence, suskins,

or dodkins, he should be punished as a thief ; and he that taketh or payeth such money shall lose a hundred shillings, whereof the king shall have the one half, and he that will sue, the other half. Notwithstanding, in my youth, I have seen them pass currant, but with some difficulty, for that the English halfpence were then, though not so broad, somewhat thicker and stronger."

So far, between Blackfriars and London Bridge we have regarded only the northern side of the river. Let us now turn to the other side. In that most beautiful map of London—call it rather picture of London—by Vischer (A.D. 1616), published by the London Topographical Society, we have a faithful representation of riverside London of that date. The north side we have considered already in detail ; it need not delay us. But the view includes also a representation of that part of Southwark which belongs to the river-bank. Thus, we see the low and mean houses with their little gardens and trees on the east side of the High Street. Here is St. Olave's Church. It has a tower and a chancel, but is without aisles. Here we get a glimpse of the High Street. Every house has its sign ; two which have a "prentice" are apparently shops. One is a tavern ; two men are sitting on a bench outside. In the street there are stalls, and people buying and selling. There is a coach of curious construction, open at the back. Ships are moored off the bank below the bridge. There is a child driving a hoop, there is a man with a wheelbarrow, there is a drover

with cattle. The bridge itself, with its piers and its starlings, and the houses upon it, is a most beautiful and picturesque group of buildings.

St. Mary Overies—why have we changed the name?—stands up magnificently in the foreground; no Lady Chapel is apparent. The old dock is represented at the west end of the church. There are no signs of any monastic buildings. Winchester House is on the west side of the dock, the Hall facing the narrow lane now called Clink Street, on the north, and the quadrangle of the House on the south. You may visit the place and fancy that you are still standing in the old quadrangle. Further west still there are gardens, trees, ponds, ditches, a row of houses facing the river; here were the notorious “stews” and three theatres—the Globe, the Bear-Garden, and the Swan. All three are built after the same manner.

The part running along the shore on either side of Southwark Bridge was then, as now, called Bankside; it was notorious for its plays and entertainments; a detailed account will be given in the volume in this series treating of Southwark.

Let us continue our voyage downstream. On the north side we have now reached the Tower, that venerable and ancient Tower once the chief stronghold and centre of London, now regarded as a show for children. To tell the history of the

Tower would be to tell the history of England. It consisted at first of nothing but the White Tower, a stronghold of Rufus ; as palace, prison, fortress, it existed for generations. Its walls are scarred with the sorrows of its captives ; its stone floors have been moistened with their tears.

That magnificent fabric, the Tower Bridge, the so-called " Gate of London," is treated on p. 48.

BELOW THE TOWER BRIDGE

Below the Tower Bridge we are in the Pool of London—the upper pool, immortalized by Vicat Cole in his magnificent picture. Here there is always something going on—ships loading or unloading, cranes swinging, men hurrying to and fro, life, movement, and bustle ; always something being done, and always someone to watch it. Where does that crowd of idlers hanging over the bridge parapet come from ? They are not fashionably dressed people, clearly people who have to work for a living, yet time is theirs to an unlimited extent : go there any day, any hour, you will find them watching unceasingly.

The Pool of London—who could describe it as it is to-day without writing a book on the subject ? There is so much to see, there are such numbers of vessels that to do justice to the scene would be impossible. Yet for those who know the Pool a few words will suffice to recall the amazing

bustle which is always, at all times, to be witnessed here. A row of bonded warehouses rises straight and sheer from the water's edge. Lighters with tea lie alongside, locked with the Customs padlock ; down below flits a boat with men in uniform, the City Police, dipping in and out, inquisitive, inquiring, always on the alert. Tapioca, potatoes, and sugar are being swung up on immense cranes, the potatoes chiefly from Germany. Ships there are of all sizes and shapes, mostly running between eight and twelve hundred tons—hideous things made of iron, black and dismal—from Hamburg, from Hull, from Holland, from Newcastle, from any other port you may mention. There, out in the middle of the river, is a dredger working slowly up against the flowing tide with a hideous grinding noise ; beyond it are two brilliantly-painted green and red boats, squat, ugly, with great wooden flaps or lee-boards on their sides—they are Dutch eel-boats, and curiously reminiscent in build of the men who own them. They are allowed to lie in the river free from dues if they always keep the same place—an ancient custom. Here are ships lying stranded, waiting for the tide, the tide that rises 15 feet—15 feet!—to carry them off. Here is one unloading piles of rough yellow cardboard into a barge. A little steamer with barrels and bales plies up and down to serve the small retail shops

of the riverside. On the other side there is a curious arrangement of cranes, a new invention by which the long arms, worked by hydraulic pressure, can reach right out over the water to the further ships.

Where are now wharves and warehouses, grimy bricks, and unlovely walls, once stood one of the fairest of all the quiet retreats in London, the retreat of the East End, founded by a Queen, Matilda, wife of King Stephen, and personally owned by many Queens in succession. This precinct has been so often and so fully dealt with that it is sufficient to say here it was a Hospital or House of Mercy for brethren and sisters, such a house as still exists at Sherburn, Durham, and at St. Cross, Winchester. It existed for 700 years on the spot where it was first founded ; it still exists — that is, the soul of it exists, incorporated into a new body—in Regent's Park ; but its original place by the river knows it no more, and this venerable place, which had escaped the wrecking of the religious houses, which had college, cloisters and courts, has been utterly destroyed : in its place there are docks, St. Katherine's Docks, added to the many already in existence.

The High Street, Wapping, lying contiguous to the upper pool, and the headquarters of most of the principal local steamer lines, is one of the busiest of the waterside streets. The street is

blocked with waggons loading and unloading every kind of merchandise from the steamer wharves, while long lines of teams stand waiting their turn in the streets near by. It is strange to read that in Nightingale Lane King Charles, in 1629, killed a stag, which he had chased from Wanstead. The headquarters of the General Steam Navigation Company, the British and Foreign Steamship Company, and others, are here, and the constantly arriving and departing boats allow no cessation of work. Going east, the entrance to the London Docks is crossed on a swing bridge, and the Dock-Master's office and Customs examination offices are passed. Here one of the six original penny-post offices was established, but after a short successful business career was suppressed by the Government. The streets in this neighbourhood, formerly containing fine dwellings, have all been pressed into business service, and long lines of tall warehouses take the place of residences. There are, however, a few of the older houses still standing in Hermitage Street and also in Bushill Street. The name tablet on the corner house in Hermitage Street, bears the date 1726. The residents of the neighbourhood are mostly workers in the docks or wharves.

The Carron Line steamships, plying to Scotland, have their wharves on the High Street, and further eastward are Watson's, the Albion, St Helen's, and

Brewer's Wharves. The Wapping Basin of the London Docks is here, and the road crosses on a hydraulic swing bridge. The Dock company has a number of fine houses on the entrance banks tenanted by employés. There is considerable traffic through this gate, as it is the principal entrance to the west dock. These docks were built in 1806 at a cost of £4,000,000, the wall above costing £65,000, they have a water area of forty acres, and a land area of fifty-nine acres, for the most part covered with sheds and warehouses. In this dock is the kiln called the Queen's Tobacco-Pipe, used till recently for burning illicit tobacco. Near this entrance stood till 1876 the house in which Orton, the claimant to the Tichborne estates, was born, and adjacent the one in which Nelson is said to have got his outfit previous to going to sea. North of the London Docks is St. George's Street, formerly Ratcliff Highway, where the great animal salesman, Jamrach, had his headquarters. In 1596 Sir Walter Raleigh lived here while organizing his expedition to Cadiz.

The Church of St. John the Baptist, Wapping, was rebuilt in 1756 by Joel Johnson. The Rectory stands in the old churchyard, which has been divided by Church Street diagonally through the centre. The Rev. Francis Willis, George III.'s "mad doctor" was at one time Rector of Wapping. Immediately behind St. John's is the

Catholic Church of St. Patrick, and on the other side of the Green Bank a recreation-ground has been laid out by the London County Council, with bandstand and gymnastic appliances. This is a real boon to the neighbourhood, as it is composed for the most part of the very poorest houses, and the streets swarm with children. Wapping Old Stairs have been immortalized in song by Percy. The stairs of the Thames are rapidly falling into disuse, and lower down the river several have been closed up altogether. Next the Old Stairs are the Sufferance Wharves, and then the New Stairs. Wapping, being situated on the Pool, close to the original docks and the head of navigation, has always been the waterman's abode, and to-day the best of the craft are to be found here. This district is below the high-water level of the spring-tides, which now and then overflow the low places.

Opposite the New Stairs is Well Alley, at the back of which were the Old Swan Tavern Fields, at one time noted as a spa, the waters of which were highly esteemed in the last century. Execution Dock was a little further east, and was the chosen place for the execution of pirates, who were usually bound to a stake in the foreshore by chains, and there remained until the tide had flowed over them three times. On March 23, 1701, Captain William Kidd, the notorious

buccaneer, was hanged here. Sir George Sandys also paid the death penalty at this place, in 1618, for highway robbery. Wapping is mentioned by Stow as Wapping in the Woze (or ooze,) signifying as much, says Strype, "as in the wastor in the drain." It was originally a great waste watered by the Thames, and first recovered in the reign of Queen Elizabeth.

The alleys and courts on the north side of the street are very small, crowded to suffocation, and house the remains of the old waterside population described in *London in the Eighteenth Century*, p. 352. A century ago seven roughs were hanged at one time in the Swan Tavern Fields for shooting at the landlord of the Roundabout Tavern in Shadwell. The Thames Police have a station here, from which is maintained a constant control of the river.

Eastward are the Tower Buildings, erected by the Industrial Dwellings Company in 1875 to take the place of rookeries pulled down. King Henry's Stairs or Wharf is on the right. One of the old-fashioned public-houses is at the corner and has sanded floors and a big general room with open fireplace and high settees. The Wapping station of the Great Eastern Railway is at the Thames Tunnel, which has already been mentioned (p. 48). Gravel Lane, which runs from St. George's Street to Wapping, was fortified at its north end by Parliament in 1643.

Between the High Street and the East Basin of the London Docks is a densely-crowded neighbourhood, but of a better class. The small houses, such as are met with in Meeting-House and Chandler Streets, are gradually making way for the many-storied industrial dwellings which are met with everywhere. St. Peter's Catholic Church is here. The houses in Bostock Street, with the White Lion Inn, are old, and speak of bygone respectability. At the back is Raines Street, so called from Henry Raines, a former brewer of this parish, and founder of the charities bearing his name, there is a hospital erected in 1736, and there are schools to the westward. The workhouse of St. George's-in-the-East is in this street. Keeping towards Wapping Wall comes Prusom's Island, with the gasworks, and almost opposite the enormous new crane wharves. Wapping Wall here is very narrow, with old houses given up to marine trade, and King James's Stairs affording egress to the Thames. After the pumping-station of the London Hydraulic Power Company, which furnishes power all through this region, comes the Shadwell entrance to the London Docks. Beyond this, in Lower Shadwell, the County Council has torn down whole rows of houses, and on the water side is erected the New Shadwell Fish-market, already no mean antagonist to Billingsgate. The fish-steamers discharge directly into the market,

and are reloaded with ice, leaving again for the fishing-grounds with very little detention. The ice is chopped fine by machinery in the cold-storage department, and loaded directly through tubes into the vessel's hold. The houses on St. John's Hill, just north of the fish-market, are very old, and built on a steep declivity, whilst the corner house of Chigwell Street is marked with the name of the street and the date 1678.

Broad Street, Limehouse, with its breweries and wharves on one side, and shops opposite, leads to Ratcliff Cross, so named from the junction of the streets forming a cross. If we skirt the river along Narrow Street, we come to the Limehouse Cut, which was cut through from the Thames to the Lea at Bromley in 1769. This was formerly a very busy neighbourhood, the works employing thousands of hands. Now it is very quiet. The entrance to the Regent's Canal Docks is here. Limehouse, mentioned in old records as Lime-hurst or Lime-hostes, probably takes its name from the limekiln which stood conspicuously on the bank of the Thames south of the Limekiln Dock, at the foot of the Three Colts Street. Dickens came to Limehouse Hole for two of his characters in "Our Mutual Friend"—Roger Riderhood and his daughter Pleasant. Pepys also mentions the neighbourhood, having come down to Limehouse to Dick Shore to see a ship launched.

Dick Shore Alley of Pepys time, now Duke's Shore, runs to the David and Harp, where a set of stairs leads to the river. The western end of Narrow Street was formerly a fine residential street for the skippers doing business on the Thames, but the old houses are gradually giving way to warehouses. St. Anne's, Limehouse, was designed by Hawksmoor, a pupil of Sir Christopher Wren, and was erected in 1724, and consecrated in 1729; but on Good Friday, 1850, was damaged by fire. It has been carefully restored. In Three Colts Street can be seen a building which is probably a remnant of the original Limehouse. It is used as a storehouse for lime, etc., and stands close to the river-bank. The beams and ironwork are very massive, and the old building is a curious specimen of architecture. The streets in this part of Limehouse are very narrow and crooked, and are mostly the residence of the poorer classes working around the docks and yards. Considerable block, boat, and mast building is done here. In Garford Street is a Scandinavian Sailors' Temperance Home and a row of the dock officers' houses. The bridges over the Limehouse entrance to the West India Docks have been widened, and the road graded, in consequence of the ever-increasing traffic.

The West India Docks were built in 1802, and contain an area of 104 acres of water and 160

of land. Originally a separate company, they are now incorporated with the East India Docks. These were the first public wet-docks on the north side of the Thames, and comprise three parallel basins, with warehouses and sheds around each. The Import Dock covers 30 acres, with a length of 2,600 feet, is 500 feet wide, and is flanked by half a mile of warehouses. Tea-ships use this basin for discharging, whilst most of the sugar finds room at the north quay. At the wood wharf can be found timber of every description—teak, ebony, *lignum vitæ*, mahogany, rye woods, and others. The Rum Quay has capacity for 40,000 puncheons, with vaults of brick 154 feet wide. Rum for export is mixed here in vats that hold from 320 to 15,000 gallons. The centre dock is the Export Dock, with 24 acres of water, a length of 2,600 feet, and 400 feet wide. The south-west dock was opened in 1870, contains over 26 acres of water, is 2,650 feet long by 450 feet wide, and has a depth of 29 feet. The wool warehouses were built in 1873. The portion of land from the docks south to the river is the Isle of Dogs, the origin of which name has been much debated. The popular theory is that it was so called because the spaniels and greyhounds of Edward III. were kept on the point opposite Greenwich, so that they would be near to the Essex hunting-grounds. Old historians say the

name arose from the fact that a waterman murdered a man who had a dog with him on the island. The dog swam across the river back and forth, was noticed and followed, and the murder was discovered. The dog afterwards snarled at a strange waterman, who was accused of the murder, acknowledged it, and was duly executed. The original name was probably given to a small island in the river at Drunken Dock, and has since been applied to the whole peninsula. A map of the Thames by Adams, dated 1588, shows this small islet termed the "Isle of Dogges" at Drunken Dock.

Millwall begins just south of the West India Docks, and derives its name from being the Windmill Wall. The seven mills that stood here are frequently mentioned by old writers, and pictures of them are still to be seen. The original walk along the Mill-wall is now almost entirely closed up by the pushing through to the river-bank of the many manufactories that line the West Ferry Road. Adjoining the "Windmill" at the Millwall pier is a portion of the foundation of one of the old mills. The entrance to the Millwall Docks is in the West Ferry Road. These docks take up a large portion of the centre of the Isle of Dogs, and with the land enclosed cover almost 200 acres. When they were built the old Chapel House and the last of the turnpike-gates were swept away.

The dry-dock is 430 feet long by 65 feet wide on the bottom. The Chapel House mentioned by old writers as being in the Isle of Dogs or Poplar Marsh was the remains of a stone chapel of St. Mary, probably the chapel dependent on the Monastery of St. Mary of Grace near the Tower. The fertility of the Isle of Dogs has always been noted, and to-day this can be seen by the hundreds of little gardens full of vegetables, with which the labourers cover every vacant space. The ferries in this neighbourhood are very old, the west ferry running to Deptford, and the east ferry to Greenwich. At the entrance to the Millwall Docks stands the new Sailors' Institute and Bethel, a gift of Lady Ashburton. The *Great Eastern* was built here in Millwall, but the greater part of the ship-building trade has gone, and southward on Millwall manufactories have taken the place of shipyards. Copper-works, bridge-building works, ironworks, and preserving and sanitary establishments, follow each other. Adjoining the railway-station, and on the river-bank opposite to Greenwich, is a small strip of ground, part of the King Charles Estate that has never been built on, and which is now being prepared as a pleasure-ground. The view of Greenwich Hospital from here is very good ; an account of it will be found elsewhere.

Cubitt Town, on the south-east side of the Isle

of Dogs, is named after William Cubitt, M.P., to whom the building of the church and most of the houses round here is due. The church is quite a landmark from the river. The whole of this district is protected by embankments, and though no disastrous floods happen now, the name of the Poplar Gut evidently shows that the Thames did make a breach in the banks at an earlier day. Leaving Cubitt Town, the streets towards Blackwall are filled with a superior class of artisans' houses. Everyone here is dependent on the shipping trade for his livelihood. Crossing the gates south of the West India Docks and the Blackwall Basin, Blackwall is entered. New streets have been cut through to mainroads, and rookeries swept away; the whole neighbourhood is being changed. Green's shipbuilding-yard is here, and being gradually surrounded by the enormous depots of the different railway-lines. Money Wigram's yard was sold to the Midland Railway in 1892. The earliest mention of the name of Blackwall was in the time of Queen Elizabeth; it was given to the place from the blackness or darkness of the river-bank. On the east side of the ship-yard stands the old Brunswick Tavern, now a depot for emigrants, but formerly a noted whitebait house. Another old landmark, the Artichoke, has disappeared. This was also a great place for whitebait dinners. Opposite the

Artichoke, by the Globe Stairs, was an old house which is said to have been occupied by Sebastian Cabot and Sir Walter Raleigh.

The Blackwall Railway, with a station at the Brunswick Pier, was originally run by cable with the Minories and Blackwall, but owing to the expense was changed to a steam road. The view from this pier of the Thames is one of the best to be had. The entrance to the East India Docks is through the Basin, which was enlarged in 1874, and deepened to 33 feet of water at ordinary spring-tides, with a depth of 31 feet of water on the sills. The docks have an area of 32 acres of water, and were opened in 1806, and amalgamated with the West India Docks in May, 1838. The Brunswick Dock was built in 1789 by Mr. Perry, but was enlarged to form the export basin of the East India Docks, and opened by William Pitt. In 1879 the south quay of the Import Dock sank ; it was immediately rebuilt with many improvements and made larger. In digging these docks a buried forest was found, with nuts, fossils, and bones in great quantities.

The district between the docks and the river Lea is given up almost entirely to manufactories, yacht-building, asphalt works, and the like. The Trinity House has a large wharf and repair shops at the mouth of the river, and here most of the work in connection with buoying the Thames is

done. The main gateway to the East India Docks is in the road of that name, which was partly built by the company, who put down a tramway of granite blocks from the Commercial Road to facilitate the work of hauling. The population of Poplar outside the dock gates is very dense, but improved dwellings have done good for those who formerly herded in small tenements. The name is derived from the poplars which formerly covered the neighbourhood, and gave it a very different aspect from that it has at present. The parish church is dedicated to All Saints. Close by is the Poplar Recreation-ground, laid out with playgrounds and flower-beds, on land obtained from the East India Dock Company. At the back of this is Poplar Chapel and Graveyard. This is the old East India Company's chapel, and was built during the Commonwealth. The old manor-house is near, and its garden faces the mainroad. In the yard of the station is a statue to Richard Green, the shipbuilder of Blackwall Yard and founder of Green's Home for Sailors. There is a very fine sailors' Bethel and reading-room, recently built, overlooking the recreation-ground. So much for the north side of the river below the Tower Bridge, a district squalid enough, and given over to those whose work is hard and unbeautiful, to those who live amid unlovely surroundings, and whose artistic sense, perhaps because of their

surroundings, is dormant. The riverside by Wapping and Shadwell and Limehouse has a bad name. Murders, thefts, and all kinds of vice, dwell here; yet there are also streets and streets of "mean houses" in which there live people who work honestly, men and women who live uprightly, whose children go to school. There are churches doing missionary work and proving themselves centres of civilization. Gone, it is true, are the poplars and the open country in which King Charles could hunt the stag, but gone also are the executions by stake and high-tide, the brutalizing influence of which must have been felt far and wide. No longer are men hanged on the foreshore to make a public holiday. The tendency upward may be slow, but it is sure.

THE THAMES FISHERY

In the year 1197 Richard I. granted a charter (for which the city paid him 1,500 marks) authorizing or ordering the removal of weirs from the river Thames.

After this charter the city took over the case of the river, both as a canal or means of communication and as a fishery. We have almost forgotten, seeing nothing to remind us of it, that the Thames fishery was once a most important branch of industry—much more important than it would be now, even if the restoration were once more

possible, on account of the fast-days of the Church. These included, as we know, the whole of Lent, every Friday, and many other days. They were not fast-days by choice, but by compulsion: the butchers' stalls were closed; no meat was permitted to be sold on those days; the only food was fish, fresh and dried. The Thames fishery has become extinct only within the last hundred years. The fish have been driven away, first by the enormous increase of the sewage poured into the stream, and secondly by the ceaseless churning of its poisoned waters by paddle-wheels and screws. We have seen what Maitland wrote about the fishery (p. 2).

He complains of the use of small nets, the illegal setting of weirs, and other practices tending to destroy the small fish and the fry. These things were frequently complained of, and punished when they were discovered. In the year 1320 Master John le Fishemongere and others produced before the Mayor and Aldermen sixteen nets, called "kidels," taken in the Thames. It was proved that the said "kidels" were nets of such narrow measurement that they destroyed the small fish and the salmon fry. They were burnt, and their owners were warned. In the year 1338 it was again enacted that no man should fish in the Thames with any nets but those of the size ordered at the Guildhall. In

the year 1405 Sir John Woodcock, Mayor, caused the destruction of a great number of weirs which had been put up between Staines and the river Medway. In the year 1584 Sir Thomas Pulliston prescribed the proper time for taking all sorts of fish, and the measurements of the nets; he also inhibited the people from fishing in certain places. These laws and regulations were again published in 1630, 1673, and 1741.

The ordinances concerning fishery in 1343 are too interesting to omit, and are therefore inserted in this place :

“These been the ordinances assised and ordeigned of the fisshynge of Thamyse betwene the brigge of London and Yenled on that one side and the were abouen Stanes brigge on that other side that is to weten that all the nettes shal be of largenesse of two ynches thurghout as wele Peters as all other fisshers to fissue thurghout the yeere. Out taken that they mowe fissue with streyte nettes for smelt betwene the day of Candelmasse and the day of oure lady in lente and no forther upon peyne of forfeiture of his nettes and his gynnes atte the first trespas and atte the seconde trespas his body to prisoun. Also that no samon be taken betwene the Nativitee of oure lady and the day of Seynt Martyn and also none engendrure of samon eny tyme of the yeere. Also that none lamprons ne lampreys be taken betwene the half month of April and August. No none dace betwene the xv dayes tofore oure lady day in lenten and xv dayes after. No none Roches betwene the xv dayes tofore the day of Seynt Mark and xv days after. Also that all the weeres be of largenesse of two ynches accordyng to the nettes abouen seid. Also that no keper be taken in no tyme of the yeere. And that all the ordinaunces and the statutes shal be holden upon peyne to brenne alle the nettes and alle the gynnes atte the first trespas and atte the seconde trespas the body to prisoun and to lose alle his gynnes. This is the ordynaunce that the gode folk and fisshers have ordeigned

as the statute will. That is to wyten hit is entred in the book of A lef iiij^{xx} xj.

"The grete nettes that taken smelt toward the Est from the brigge of London shal begynne atte Candelmasse and fische to the feste of oure lady in lentyn with her bosom and after they shull leve out her bosom to the tyme that Candelmasse come ayein. Also ther is another maner of grete nettes toward the West from the brigge that shall go thurgh out the yeere large of two ynches and no streiter upon payne of forfeiture of her nettes and her gynnes and her bodyes to prison as the statute will. The mark of two ynches.

"Also ther is another maner nette that is cleped Petersnette of two ynches and no streyter and hit shall go all the yeer but in seson that men taken smelt. Also ther is another maner nette that men call Pridenette which shal begynne eight dayes to fore the feste of Seint Michel and go to the feste of Seint Martyn and no lenger. Also ther is another maner of nettes that is cleped Treinkys of the largenesse of two ynches and ynche and an half large and no lasse [and tho shal begynne fro Seint James tyde and so forth un to oure lady day in lente as the seson asketh].

"And that no man take lamprons after Estre to hit be ayains Michelmasse that here sesoun come. Also there is another maner Gors þ^t been nought profitable for they been to streyte in destruccion of the watyr. Also ther is another manere of nettes whiche been defended that is to wyte Shotnette Shofnette and kydelles. Also hit is entred in the book of H the leef cxxix that no fischer drawe his nette ayeins eny wherf on this half the brigge of London upon payne of forfeiture of his nette. Also þ^t alle the kydelles whiche been in Tamyse where so they been in Thamyse that they be away put and never fro hens fortward bee put in Thamyse upon the forfeiture of £10 of sterlinges" (Calendar of Letter-Books: A, pp. 186-188).

However, the fishermen on the Thames—called trinkermen, tynkermen, hebbermen, petermen, and trawlmen—still gave continual trouble through their desire to sacrifice the welfare of the fishery—that is to say, the provision for the morrow to

the greed of the day. With this object, they were constantly trying to fish with nets of close mesh, by means of which they took out an enormous quantity of fry and small fish. They put up "stops and hatches," weirs, stakes, and piles, in order to intercept and catch, not only the fish, which they were legally entitled to catch, but also the small fish and fry. It was reckoned about the year 1675 that 4 bushels of such small fish were every day taken out of the river by means of these nets and piles. The Lord Mayor, therefore, as Official Conservator of the Thames and the Medway, appointed a Water-Bailiff, whose duty it was to visit all parts of the river within the Mayor's jurisdiction and put an end to these practices. In one year, for instance, this officer brought up to the Guildhall seventy-nine stakes, which he had pulled out of the river.

"Through which Restraint of Robbery, and application of continual Providence, our river of Thames, the Honour and Beauty of this whole Island, is become again most rich and plentiful, yielding daily out of her bountiful Bosom great store of Fish of all kinds, and at much more reasonable rates than in many years past hath been seen: as our weekly Markets in this honourable City can better testify than I report; a Matter highly to be commended, and, no doubt, but will be as heedfully continued."

The rights of the Mayor and Corporation over the river were learnedly set forth in the year 1616 at a session for the conservancy of the Thames held before the Lord Mayor at Graves-

end by the Common Serjeant. These rights he justified (1) in point of right and (2) in point of usage. Under various headings he enumerated the various cases and occasions on which the rights of the city have been defended and allowed. The right of prescription was proved by a case under Henry III., and another under Richard II. Charters were granted by Richard I., John, Henry III., Edward III., and Richard II. Acts of Parliament were passed under William II., Richard II., Henry VII., and Elizabeth. By inquisition, decrees, letters patent, proclamation, report, *quo warranto*, ancient ordinances, punishment of offenders, writs and precepts, accounts, commissions, and continual claim, these rights were constantly asserted and as constantly allowed.

The jurisdiction of the city over the river begins at Staines Bridge, and continues as far east as a place called Yendal or Yenfleet. Over this long stretch of water the Mayor has authority to regulate the fishing, the banks, the weirs, the mills, the floodgates, and everything connected with the river. The Mayor has also authority on the Medway. The continual repetition of the orders concerning the meshes of fishing-nets, the putting up of weirs, etc., proves, first, the care and attention bestowed upon the preservation of the river and its fisheries, and, next, the absence of a river-police able to watch the river continu-

ally and to enforce the laws. Despite the fact that the river and its affluents were practically the common sewers of the city—the Walbrook, for instance, was covered with latrines, rented at so much a year, so was the Fleet, while the river-bank through the city was lined with them—the water was for many centuries drunk by the people, and breweries were planted along the bank, which was four times in the day scoured and washed by the flow and by the ebb.

The duties of the Mayor's assistant or deputy, the Water-Bailiff, included a search for and bringing up for punishment offenders against the laws of the river. As for the regulations for the preservation of the fish and the good order of the river, they were, briefly, to the effect that no one should build out wharves, banks, houses, or any encroachments upon the channel of the river; that filth or rubbish was not to be thrown into the river; that butchers' offal was to be placed in barges and taken down the river below the city, there to be cast in; that fish under a certain size were to be thrown back; that there should be close times, during which fishing was to be forbidden; that there should be certain places, water-friths, where fishing should be always prohibited; and that certain kinds of bait should not be allowed.

Recall once more the aspect of the river in the

thirteenth and fourteenth centuries. There was as yet but one bridge; yet the ferries from Dowgate Dock to St. Mary Overies, from Tower Hill to St. Olave's, and at Westminster, still conveyed passengers backwards and forwards. Those who had houses by the riverside had their own boats and barges. Those who had business at Westminster went thither by boat. Beyond Westminster, where there were no plying boats, the fishermen were chiefly engaged about their business—some with nets and some with rods. We have already spoken of the kind of fish that their baskets would contain. When the day's work was over, they rowed to Billingsgate and discharged their cargo. These were all registered fishermen. Once every year, upon St. Paul's Day, they had to appear before the Water-Bailiff in the chapel of the Guildhall, there to enter their names in his book, and there to hear once more the regulations of their trade.

We have already noted the fact that the fast-days that the Church imposed upon the people made a great demand for fish, and if we consider that these fast-days amounted in number to one-fourth of the whole days in the year, it is easy to understand that fishmongers must always have been an important and prosperous community. So prosperous were they that charges were continually brought against them of selling their fish

at too high a price and forestalling the market ; and laws and ordinances were continually being made and renewed against them.

There were at one time—whether at the outset or not one does not know—two Companies: the Stock Fishmongers and the Fresh Fishmongers. I am inclined to think that there must have been originally one Company only, which split into two, to be reunited again later on. Stow finds that the Fishmongers in the reign of Edward I. were fined 500 marks, and that in the reign of the same King they made a great pageant in the city with more than 1,000 horsemen.

Their earliest extant charter is dated July 10, 37 Edward III., in which he confirms the grants immemorially made to them by his progenitors, of choosing persons from among themselves to govern them. Confirmations were afterwards granted by Richard II., by Henry V., and by Henry VI. The last-named united the Stock Fishmongers with the other branches, and incorporated the whole under the general name of the "Fishmongers of London." They were again separated by Henry VII., and again united by Henry VIII., 1535.

When they were two Companies, they had six halls, namely, one for each Company in Thames Street, Old Fish Street, and Fish Street Hill. When they were finally united, their hall was a

house given to them by Sir John Cornwall, in the parish of St. Michael, Crooked Lane.

The pageant mentioned by Stow is not the only one furnished by the Fishmongers' Company. "On the Sunday after Candlemas in the year 1313, the fishmongers of London were costumed very richly, and they caused a boat to be fitted out in the guise of a great ship, with all manner of tackle that belongs to a ship : and it sailed through Chepe so far as Westminster, where the fishmongers came, well mounted, and presented the same ship to the Queen." And on the same day the Queen took her route for Canterbury, on pilgrimage thither, whereupon the fishmongers, all those costumed, escorted her through the city.

As regards regulations, we find, in 1345, complaints of the crowding of the street between "Stokkes" and the conduit in Chepe. It was ordered that the poulterers should sell their poultry within their own houses, and not on the King's highway, and that the butchers on flesh days, and the fishmongers on fish days, should sell their goods in the enclosure called the Stocks. It was also enacted that on fish days the butchers should sell their meat in the penthouses adjoining. This ordinance upsets one's ideas. Perhaps the reason was that the butchers' shops were only open to those persons who, being sick, were allowed a dispensation.

The rates of sale were sometimes fixed by the Mayor. Thus, on one occasion one Thomas Welford began to sell his salted herrings at the price of five a penny. The Mayor, hearing of this, remonstrated with the said Thomas Welford, who reluctantly agreed to sell them at the price of six a penny, declaring that he was losing money at that price. It was, however, learned that Thomas Welford was at the very time selling to a stranger herrings at 120 to a 100, and at the rate of ten herrings for a penny—that is to say, twelve herrings for a penny. “This,” said the Mayor, “is impudence. He shall sell them at nine a penny,” which was done.

Sometimes a general tariff of charges was issued. Thus, in 1274 there was issued a special list of prices at which fish of all kinds were to be sold. The figures convey little meaning to us, and may be omitted. The point of interest is that the Mayor thought he could rule prices apart from supply and demand.

And 150 years later, to note no other instance, it was ordered that oysters and mussels should be sold at fourpence the bushel; twopence the half-bushel; a penny the peck; and a half-penny the half-peck. It was also ordered that for the greater “easement” of the people, the whiting taken in the Thames should be sold wholesale at the quay where the ship is

moored, and then carried to Fish Street for sale by retail. There were previously two principal retail markets for fish, viz., Old Fish Street and Old Fish Street Hill, both of which have now disappeared. The quay at which the ships discharged their cargo of fish was at Queenhithe; the other market was at Fish Street Hill beside the Monument. Of Old Fish Street Stow thus speaks :

“In this part of the said Knightriders street is a fish market kept, and therefore called Old Fish Street for a difference from New Fish Street.”

The Old Fish Street Market, was a “Middle Row” like Butcher Street, Strand, or the Middle Row, Holborn. Herbert points out that when we consider the shops of the bakers in Bread Street; of the moneyers in Old Change; of the additional fishmongers in Friday Street, coming in close to the goldsmiths and mercers of West Chepe, there must have been an open market almost over all this area. Not for long, however; we learn from Stow how the market got built up with houses when at first there were nothing but sheds.

The second market, New Fish Street, was, before a market was opened there, called Bridge Street. The Stocks Market, on which the Mansion House now stands, was another fish-market. There were others, but these were the most important.

The fishmongers lived, as a rule, near and about

their quays and markets, and chiefly in the neighbourhood of Thames Street. The burials of fishmongers are frequent in the register of St. Magnus ; St. Botolph of Billingsgate ; St. Mary at Hill ; St. George, Botolph Lane ; St. Michael, Crooked Lane. To St. Botolph's belong John Rainwell, or Reynewell, Mayor, and a great benefactor, and Sir Stephen Foster, with his wife Agnes, who built Ludgate, 1454 ; to St. Mary at Hill, Sir Nicholas Exton, spokesman for the fishmongers in time of Richard II. ; to St. Michael, Crooked Lane, Lovekyn and Walworth, very distinguished citizens—besides, in any one of these churches, many others may be found.

It was thought necessary to pass one ordinance after another for the regulation of the trade in fish : one can well understand that a corporation which had the entire management of so important a branch of trade began to charge any price it pleased, subject only to the power of the people to pay it.

The most serious trouble that fell upon the fishmongers was in the year 1381, the fourth of Richard II. It was during the mayoralty of one John of Northampton, a zealous and overbusy reformer. He began his year of office by invading the functions of the Bishop, in whose hand lay all questions connected with morals, and he declared that the ecclesiastics, and especially the friars,

made no attempt to discourage immorality, but, on the other hand, were more immoral than any of the people: he arrested unfortunate women, whom he made to walk through the streets with shaven heads, preceded by pipes and trumpets, and refused to desist when the Bishop ordered him. He then obtained an Act of Parliament which ordered that no victualler should exercise any judicial office in any city, except when no other person was found fit for the office, in which case the victualler was to abandon his work and shop for the time. Further, he obtained another Act of Parliament by which the trade of fish-selling was thrown open to all who were at amity with the King; and he declared that the fishmonger's was not a craft or mystery at all.

When these Bills were produced in Parliament, the fishmongers were present as well as the Mayor and Aldermen, and there was a fierce dispute, during which one of the disputants, a mercer, accused the fishmongers of having introduced the rebels under Wat Tyler into the city, a charge which proves a sufficient amount of animus.

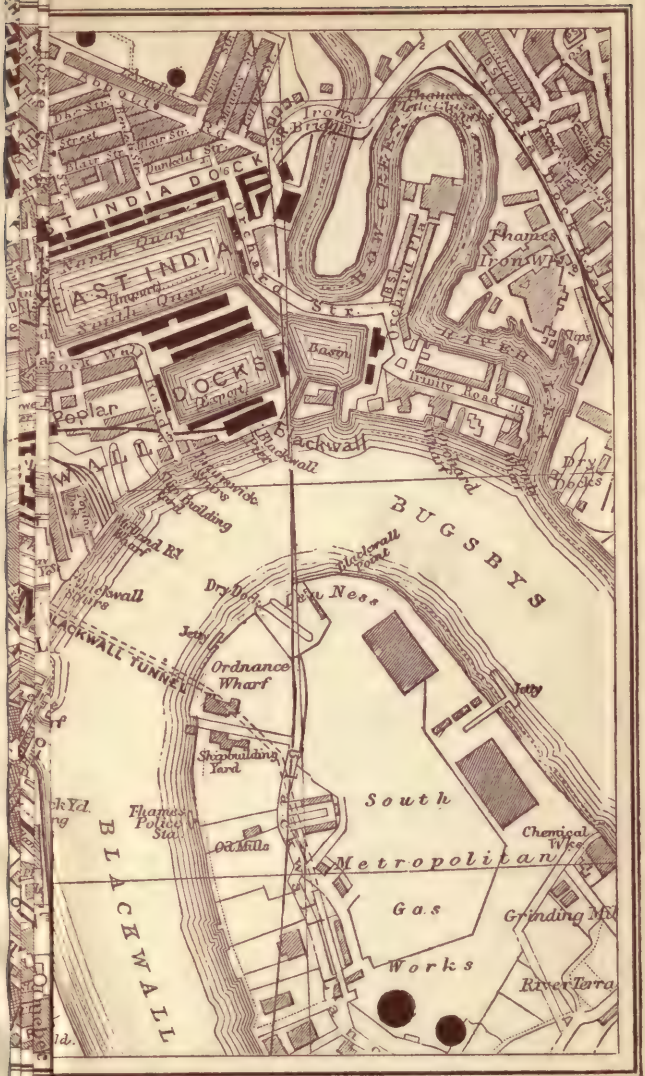
Next year, however, when Nicholas Brembre became Mayor, and John of Northampton was banished to the Castle of Tintagel for life, the fishmongers got their privileges back again, and once more became a great and wealthy corporation.

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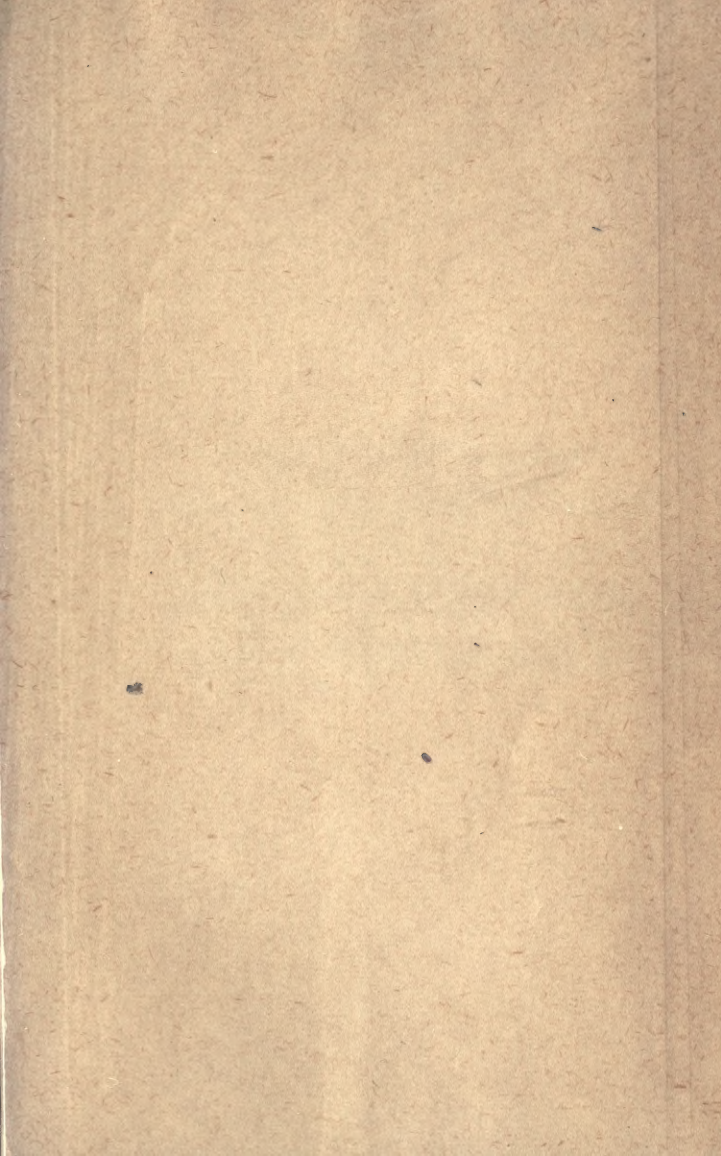
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The Thames

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